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Shippers' Supplies and Equipment..... 39
Index to General Advertisers by Classification... 39
Shippers' Service Section 45

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War Dept's Depot Service Rushes National Network of Storage Facilities

THE War Dept's General Depot Service is rushing development of a nationwide network of storage facilities for war materials to adjust production to available shipping and to accommodate the rising flood of armaments from factories until they can be dispatched to the world's fighting fronts.

In erecting this "second line of defense" to prevent overcrowding at ports because of the present shortage of ocean-going tonnage to ship all of the planes, guns, tanks, foodstuffs and other materials needed in the war effort, the General Depot Service has enlisted the aid of the nation's railroads and local warehousing associations in major cities. It also has enlarged its own general and branch depots, and there will be completed within 90 days construction of 11 big, temporary War Aid Depots throughout the country.

It is expected that there will be sufficient storage available by Fall, as a result of this program, to meet the peak load of armament production, to avoid possible curtailment in production, and to provide an orderly flow of supplies for all shipping facilities. It also will provide protective storage for the materials until they can be sent to ports for overseas shipments.

During the past two months arrangements have been completed with the railroads for the provision of open storage stations in yards along their rights-of-way for some 42,000 carloads with in-transit storage rates. About three-fourths of this has been used. The railroads have quickly arranged the necessary facilities, under somewhat difficult conditions, and have cooperated unstintingly in this additional war effort according to the War Dept. spokesman.

Under this plan the railroads handle all loading and other operations with their own personnel, and equipment. No Army personnel, aside from inspectors sent to check on handling methods and guarding, is required. The railroads are reimbursed through a warehouse receipt arrangement which assures them tariff payment while the goods are in storage.

It was estimated that the cost to the War Dept. of preparing these open storage facilities in the railroad yards is approximately \$25 per carload, about one quarter of the amount that would be required to construct them as part of the Army's own storage depots. In

addition, there was a considerable savings in the amount of time because the facilities were made available immediately, and there was no necessity to lease property, or for the Government to construct spurs and provide equipment.

Arrangements have been worked out with warehousing associations in major cities to provide a substantial part of their storage facilities which are available for Army shipments on quick notice. Thus, a reserve "storage bank" has been created at many strategic points. These groups handle all of the necessary storage and loading operations. The warehousemen's cooperation with the Government in the war effort has been "exceedingly good," the spokesman said.

Some leading executives in warehousing matters have been brought into the General Depot Service to assist in improving operations, devise means of maximum usage of available storage space and improve stacking methods—all vital in assuring greatest efficiency and in planning orderly use of available storage facilities.

In providing the storage network, the General Depot Service has been stressing temporary instead of permanent construction on all of its facilities which will not be required for storage and necessary reserve armament and equipment after the war.—Manning.

Men in Transportation Essential, Says Draft Board

Selective Service Headquarters has announced the distribution to local draft boards of a list of 34 broad essential activities compiled by the War Manpower Commission, one of which is "transportation services."

Maj. Gen. Lewis B. Hershey, director of Selective Service, stated that the list, which includes under broad activity classifications "the products, facilities, and services considered necessary to war production and essential to the support of the war effort," was prepared to guide local boards when considering individual registrants for occupational classifications but in no way alters the statutory ban on group deferments.

The list of essential activities included the following:

"Transportation services: Line-haul railroads and railroad service; switching and terminal services; railway express service; local and street railways and bus lines; trucking; warehousing of

perishable commodities, stock piles, and essential materials; pipelines; air and water transportation including shore services such as stevedoring. Includes also services allied to transportation such as freight forwarding and packing, operation of terminals, roads and tunnels."

With regard to protection of family relationships and dependents, National Headquarters issued amendments to its regulations and a memorandum supplementing recently outlined broad policies for induction of single men with dependents and married men who maintain bona fide relations in their homes with wives, children, or both.—Manning.

Allocation Symbols for Fleet Needs

Under the Allocation Classification System set up by the Government under Priorities Regulation No. 10, all persons must transmit the appropriate allocation classification symbol and purchasers' symbol on any purchaser order placed by them with their supplier. This includes processors, manufacturers, wholesalers, distributors, jobbers, etc., including industrial and mill suppliers' warehouses and other businesses performing similar functions for industry.

For the maintenance and repair of their buildings, motor truck fleet owners must use the symbol 22.00. For the successful operation of their automotive equipment, in other words, the purchase of parts, the symbol 10.20 is used. Individual owners of trucks are not required to place a symbol on their purchase orders, as they would be classed as retail purchasers.

Allocation classification symbols and purchasers' symbols are not required on any single purchase order or contract covering items sold at an aggregate price of \$15 or less, or on any purchase orders or contracts covering sales to or by retailers.

Daniel Paul Bray

DANIEL P. BRAY, president of Monarch Transfer & Storage Co., Kansas City, Mo., and a past President of the Mayflower Warehousemen's Assn., died July 21 from a heart attack. He organized the Monarch company in 1914. In 1922, he was elected the first president of the Missouri Warehousemen's Assn. He leaves a widow, son, and daughter.

Transportation

Whither Bound?

MANY things are today being done and considered that will uproot existing business practices to a far greater extent than most people realize. And no matter which way we turn, all of these adjustments are tied in with transportation and distribution. These units in our economy are getting the headlines because they are vital now. They will continue to be vital when the war is over.

Let's for example consider the use of cargo planes, big enough and numerous enough to take up the slack in tonnage that the submarines are sinking. The plane manufacturers have an answer for this and if the Government lets them have the necessary materials and facilities, we'll not only lick the Axis sooner but will see the dawn of a new era in the field of transportation over the land and the seven seas.

And then let's examine a transport problem here at home, namely the current question of cross-hauling and its threat to existing distribution practices. The Government aims to encourage the use of home products within the localities where they are produced by restricting the flow of fruits and manufactured goods from more distant points. The implications in such a marketing change are startling. This is not an idle gesture; studies are practically completed.

And last but not least is the progress that is being made in the elimination of trade barriers to motor trucking with its promise of greater tonnage over our roads; speedier and more economical hauling of our streamlined production.

These and many other changes in distribution are bound to come during and after the war. Let's hope that we have sense enough to continue only those that will make for the progress of this Nation and its people.

5% Freight Tax Retained by House Committee

The House Ways and Means Committee decided on July 10 to leave in the pending \$5,800,000,000 tax bill a 5 per cent levy on freight and express charges, despite opposition from Leon Henderson, price administrator, and the Treasury.

Mr. Henderson earlier had told the committee that the freight tax, estimated at \$292,000,000, would jeopardize the O.P.A.'s general retail price ceiling policy. He branded the levy as both discriminatory and inflationary and claimed that the imposition would result in a "very real breach in the ceiling of the cost of living." He stated further:

"The effect of the proposed tax would be felt along two lines. In those cases where the freight commodity retains its identity so that allocation of the freight tax can be made, the tax at every stage of shipment would be added to the price of the commodity. This may be done under Section 7 of the general maximum price regulation, the purpose of which is to prevent the pyramiding of taxes which Congress intends shall be passed on.

"There will be cases, on the other hand, in which the requirements of Section 7 would not permit the tax to be passed on. This would be true for such items as raw materials, fuels, oils, office supplies, etc., where the commodity cannot be traced through to the final product. The tax would thus add to business costs at a time when throughout civilian industries overhead costs and labor costs per unit of output are already rising. The inescapable result would be to squeeze civilian firms just that much more and to raise the issue of relief from the price ceiling."

Demurrage Inquiry Ended

The I.C.C. has decided not to investigate further proposals of the railroads to assess for the first time demurrage on cars of private firms when held unduly on tracks of the owning firm.

The Commission has withdrawn its suspension of the proposal, and upon filing of proper supplements, the railroads may make the demurrage charges effective by July 26.

The Commission on July 16 suspended the tariffs for 10 days on protest of the E. I. du Pont Co. to give the agency full time to review the move. The review resulted in a split decision in favor of letting the tariff proposal take effect.

It is planned to supplement other efforts of the carriers to increase turn-arounds of all equipment during the war period of unusual traffic demands.

In allowing the changes to take effect the I.C.C. declares that it was not passing on the demurrage rates as such, and that these were subject to review as to lawfulness in any formal proceeding which might be brought on complaint of shippers.

O.D.T. Storage Control Section Established

A Storage Control Section in O.D.T.'s Div. of Storage has been established, according to announcement by Joseph B. Eastman, defense transportation director, on July 7. The section will maintain a continuous check on storage facilities at ocean ports to make sure that adequate space is available for war materials consigned to overseas destinations. R. C. King of Washington is chief of the section.

Would Merge All Transportation

The Nation's transportation facilities should be integrated into a limited number of systems, stated witnesses before the Board of Transportation and Research, Washington, D. C., which is studying the transportation problem with a view to recommending legislation under Government sanction created through the Transportation Act of 1940.

Donald D. Conn, executive vice-president of the Transportation Assn. of America, defined integration as the working together of all forms of transport "for mu-

tual advantage and a composite service to the public" and suggested the creation of 11, 14 or 17 transportation systems, each of which would provide all types of service. Outright consolidation or the formation of contractual operating companies, Mr. Conn thought, could bring about the integration. He advocated a "leisurely procedure" with a plan so flexible that corrective changes might be adopted if experience and research suggest them.

Mr. Conn believes that the Sherman Anti-Trust Act "must be repealed" as it may be construed to apply to regulated transportation, and that various provisions of existing law, "which encourage or result in unnecessary and destructive competition" should be modified.

Chairman Nelson Lee Smith at the hearings stated that the board would decide no issues solely on the record made at the hearings, and "neither is this an adversary proceeding, with the board or its staff on one side and any party or group of parties, on the other." Rather, he continued, this hearing is a step in a continuing effort to develop accurate factual material and to formulate sound conclusions on the questions of public aid to carriers upon which the board is directed by the statute to report its findings and recommendations to the President and the Congress.

Curtailed Cross Hauling to Hit Sales Area

The O.D.T. is examining all waybills of May 27, about 125,000 in all, to determine how much unnecessary cross haulage exists. On the basis of this study O.D.T. plans to tackle singly commodities which are not subject to allocation with a view to persuading competitors to exchange orders so that each can stay in its own territory. The plan is to make such agreements voluntary with anti-trust clearance, but O.D.T. officials concede that the voluntary method will soon yield to a compulsory system.

Producers, because of any pending cross-hauling action, are advised to review the territorial character of their shipments and to build up their sales in adjacent areas where buyers are apt to be cut off from more remote sellers.

Nelson Warns on Use of Freight Planes

Donald M. Nelson, chairman of the War Production Board, warned on July 21 against undue optimism over the possibilities of creation of enormous fleets of huge air cargo planes to offset loss of sea-borne cargo space. This warning came at a time when Congress and the Nation were stirred by the revelation of unprecedented ship losses. Mr. Nelson declared that he was making an intensive study of the "enormously complicated" problem of the cargo plane and its possible future use in the war program. He pointed out that "men, machines, facilities and materials could not be made readily available for any new cargo-plane program beyond the program now under way, except at the expense of other parts of the war effort."

Thus, cold water has been cast over the prospects that shipyards limited by lack of constructional steel for ships might turn their great facilities to bear on construction in mass quantities of such a vessel as the Glenn Martin 70-ton flying boat Mars. This suggestion had been thrown out by A. J. Higgins, president of the Higgins Industries, Inc., New Orleans, who is in Washington fighting the Maritime Commission's decision of July 18 canceling his contract for 200 Liberty ships for lack of steel to finish work on the yards.

Mr. Higgins has declared that his yards would be easily adaptable to the construction of planes in large quantities.

Mr. Nelson, however, declared that "it would take a

considerable time to get substantial numbers of planes of any kind not now in production" and that the present cargo-plane program is "already of considerable proportions and is increasing rapidly."

Mr. Nelson said further that the W.P.B. was giving attention not only to proposals to build a fleet of giant ships like the news Mars, but also to the possibility of enlarging the present program for smaller cargo ships which are already in production and on which the necessary production engineering has been done.

Allies Pool Ships and Limit Cargoes

The shipping problem, brought about by the large losses through sinkings and the inability to produce enough new ships to offset these losses, has caused the War Shipping Administration to rule that shipping space in the future will be reserved entirely for import and export cargoes "essential to the prosecution of the war."

As a result, this will mean a substantial increase in the movement of military supplies, brought about further by a pooling of fleets of the United States to improve their resources in the interest of efficiency.

Shipments from Canada and Mexico Not Restricted

Order M-63 of the War Production Board, which controls the imports of strategic materials, provides that goods on List 111 of the order may move without restriction if shipped overland or by air from Canada or Mexico. The order was amended July 15 to include shipment by inland waterway in that classification. Traffic movements on the Great Lakes and Puget Sound are the ones chiefly affected.

Rate Adjustment Extended to Aug. 1

All contract carriers by truck and water must adjust their rates on Aug. 1 so as not to exceed the highest levels permitted by the General Maximum Price Regulation, Price Administrator Leon Henderson announced July 18.

The ceilings will apply to all interstate as well as intrastate carriers other than those serving the general public as common carriers. Applicability of price control to contract carrier rates had been deferred to Aug. 1 to give those operators engaged in war activities time to conform to the regulation.

Letters notifying all interstate contract carriers subject to the jurisdiction of the Interstate Commerce Commission that on and after Aug. 1 their rates cannot exceed the highest levels they charged in March have been sent out by Mr. Henderson. The Commission has assured O.P.A. that it will waive its usual 30-day requirement and authorize these carriers to adjust their rate schedules on short notice wherever necessary to comply with the price regulations by Aug. 1.

Mr. Henderson also announced that carriers who complain that their March rates subject them to undue hardship may make applications for adjustment in accordance with the procedural regulations of the Office of Price Administration.

In this connection Mr. Henderson added that a working arrangement has been entered into with the Interstate Commerce Commission for cooperative consideration of the applications for adjustment, and that the Commission's recommendations will be given due consideration by the Office of Price Administration, especially in those cases where the Commission after hearing has found or may find that certain minimum rates are essential to the national transportation policy.

Convention Dates

1942

Aug. 19-22—National Food Distributors Convention and Exposition, Chicago.

Oct.—Annual convention of American Trucking Associations, Inc., St. Louis, Mo.

Oct. 5-6—Boston Conference on Distribution, Hotel Statler.

Oct. 7-9—29th Annual Convention, National Foreign Trade Council, Hotel Statler, Boston.

Oct. 19-21—Annual meeting of Associated Traffic Clubs of America, Baltimore, Md.

In order to bring contract carriers and persons selling related service under a single price regulation, whether the services are performed at industrial, commercial or retail levels, Amendment No. 2 to Maximum Price Regulation No. 165—Consumer Service—was issued placing the following services under the General Maximum Price Regulation regardless of the level at which the services are performed.

Transportation services of carriers other than common carriers; commercial storage and warehousing and services incident thereto, and terminal services.

Prior to this amendment these services were covered by the General Maximum Price Regulation when rendered for industrial or commercial users, and under the Consumer Service Regulation when rendered for all other consumers.

Storage In-Transit Agreement on Canned Goods

Joseph B. Eastman, Defense Transportation Director, announced July 18 that transcontinental railroads have agreed to amend their storage-in-transit arrangements on Eastbound canned goods to permit shipments originating in both North Pacific areas and South Pacific areas to be consolidated in movement from the storage-in-transit points. The agreement followed a joint request by the War Department, Dept. of Agriculture, and O.D.T.

Up to now, canned goods originating in the Southern and Northern parts of the Pacific Coast region have moved from storage points to destinations in the East in separate cars.

These storage-in-transit arrangements are necessary because much of the space formerly used for canned goods storage on the West Coast is now needed for military purposes. At the same time, it is the express purpose of O.D.T. to encourage the movement of the canned goods pack from Pacific Coast areas to interior points close to ultimate consumption before late Fall. Otherwise, refrigerator cars would have to be used to protect the shipments against freezing.

It is expected that private purchasers will follow the lead of the War Dept. and the Dept. of Agriculture in arranging necessary storage facilities for this season's pack at distributing centers close to consumption areas so that the use of refrigerator cars will be held to a minimum.

The Most GIGANTIC



Thousands of families being moved out of the Capital in the great decentralization movement.

WITHOUT fanfare or publicity, household goods van operators and the railroads are completing what is perhaps the most gigantic moving job in history—the transport of thousands of families of civil servants out of Washington in the great decentralization ordered by President Roosevelt.

It is a tribute to the transportation system of the United States that the White House and key executives "took it for granted" that this huge load could be superimposed upon the regular traffic and moved efficiently and expeditiously. Actually the order to decentralize was given and the approximate date for clearing out of the Capital fixed before the van operators were asked: *Can you do the job?*

Unlike many other governmental undertakings, the supervision was entrusted to men in Federal offices who are thoroughly familiar with traffic, knew the problems that might arise, and developed plans to meet them.

Costing approximately \$2,000,000, the largest moving program ever undertaken in the history of American transportation is being carried out by this small group of Government officials.

Known as the Office of Decentralization Service, a branch of the Procurement Division, Public Buildings Administration, Federal Works Agency, the division has planned the moving program, leased office space and homes for Government employees, engaged transportation facilities and storage space when necessary, and incidental jobs connected with transferring 20 Government bureaus and personal effects of more than 10,000 employees from Washington to less crowded cities to make space available for carrying on business in the war-time Capital.

The program, carried out by 11 key executives, will eventually affect the lives of more than 30,000 persons, including Government workers and their families; will have seen the movement of more than 80,000,000 lbs. of office furniture and equipment, and household goods, and required the services of several hundred trucks and truck-trailers and railway freight cars, and their employees.

Government officials calculate that there will be a saving of about \$3,000,000 below original estimated leasing costs for office space; will save the Government more than \$50,000,000 in construction costs if new buildings had been erected; will free 45 buildings in Washington making available approximately 1,200,000 sq. ft. of floorspace, and will result in the re-



Members and staff of the Decentralization Service with S. J. Beauchamp of Allied (now in U. S. Army—Major Beauchamp). From left to right: Luther Snodgrass, I.C.C. Staff; H. E. Neuenhahn, Asst. Chief Central Traffic Service; Fred Taylor, Head of Decentralization Service; S. J. Beauchamp; Sam Whitting, Real Estate Survey; W. C. Clark, in charge of Transportation Service.

distribution of approximately \$125,000,000 in Federal payrolls over the next 5-yr. period.

The office of Decentralization Service estimates that removal of Government office furniture and equipment is represented as 43,350,000 lbs. or 400,500 articles; household belongings of Government workers totals approximately 34,250,000 lbs., or about 350,000 articles.

O.D.S. officials have only the highest praise for the truck companies and railways which have cooperated in the mammoth transfer which will be virtually completed within 60 days. Most of the truck lines established dispatcher officers in Washington and the movements of the vans were carried out on "perfectly synchronized" schedules.

Recognizing that the moving job would take on tremendous proportions, 5 major national transportation companies set up a liaison office in Washington to cooperate with the Office of Decentralization Service.

James F. Rowan, of the Household Goods Carriers, a division of the American Trucking Association, Inc., became industry representative.

The carriers' representatives and their assistants were:

E. S. Wheaton, general manager, Aero Mayflower, and Sidney Jackson; W. H. Collin, general manager,

MOVING JOB in HISTORY....



Allied Van Lines, and Clifford Woodward; George O. Watson, general manager, Greyvan, and Shelby Hood; James F. Duncan, North American Van Lines, and George W. Healey; and Art E. Sloan, general manager, United Van Lines, and Luther Waring. Mr. Collin recently succeeded S. J. Beauchamp, who entered the Army service of Uncle Sam.

Acting in liaison capacity, Mr. Rowan has direct contact with the Government's representative, Mr. Clark, of ODS, in handling distribution of moving contracts, complaints, and policy adjustments.

Five transportation companies were engaged to move household goods of Government employees in 9 out of 10 instances in which agencies were transferred out of Washington in the earliest stages of the decentralization move. They are: Allied Van Lines, Inc.; Aero Mayflower Transit Co.; North American Van Lines, Inc.; Greyvan Lines, Inc.; United Van Lines, Inc.

The agencies involved, the distance of transportation, the number of shipments (families) involved, and the number of vanloads needed to transport household goods, are as follows:

Patent Office, to Richmond, Va., 110 miles, 454 shipments, 227 vanloads.

Wage and Hour Div., to New York City, 225 miles, 104 shipments, 52 van loads.

Immigration and Naturalization Service, to Philadelphia, 137 miles, 213 shipments, 107 vanloads.

Employees' Compensation Commission, to New York City, 225 miles, 134 shipments, 67 vanloads.

Securities & Exchange Commission, to Philadelphia, 137 miles, 339 shipments, 200 vanloads.

Rural Electrification Administration, to St. Louis, 814 miles, 489 shipments, 245 vanloads.

Farm Security Administration, to Cincinnati, 502 miles, 158 shipments, 79 vanloads.

Railroad Retirement Board, to Chicago, 691 miles, 444 shipments, 222 vanloads.

Farm Credit Administration, to Kansas City, 1,062 miles, 27 shipments, 14 vanloads.

The following companies participated in the transfer to Columbus of the Agriculture Adjustment Administration, a distance of 400 miles:

Household Goods: 87 shipments; 44 vanloads; United Moving & Storage Co.; Henry H. Stevens; Northern Moving & Storage Co.; Swormstedt Storage & Van Co.; Return Loads Bureau; and J. C. Shelburne Transfer & Storage Corp.

Office furniture: 44 truckloads, Allied Van Lines.

The following companies were engaged in the hauling of office furniture and equipment for the 9 bureaus: Patent Office, 127 truckloads, Allied Van Lines, and Brooks Transportation Co.

Wage and Hour Div., 50 truckloads, Allied Van Lines, Inc.; Brooks Transportation Co.; Davidson Transportation Co.; and Morgan and Brother, which handled some of the redistribution in New York City.

Immigration and Naturalization Service, 224 truckloads, Allied Van Lines, Inc.; Brooks Transportation Co.; Davidson Transportation Co.; W. T. Cowan, Inc.; and Walker Transportation Co.

Employees' Compensation Commission, 55 truckloads (some of the movement still not completed), Allied Van Lines, Inc.; Brooks Transportation Co.; Davidson Transportation Co.; and Weissberger Moving & Storage Co.

Securities & Exchange Commission, 221 truckloads, Allied Van Lines; Brooks Transportation Co.; Davidson Transportation Co.; Powell Transportation Co.; W. T. Cowan, Inc.; and Walker Transportation Co.

Rural Electrification Administration, 7 truckloads and 40 carloads, Fidelity Storage & Warehouse Co. (in Washington); Kane Transfer Co. (in Washington); Baltimore & Ohio Railroad, General Van & Storage Co. (in St. Louis); and Allied Van Lines (in St. Louis).

Farm Security Administration, 38 vanloads, 30 carloads, Fidelity Storage & Warehouse Co. (in Washington); Kane Transfer Co. (in Washington); Elliott Motor Lines, Wilson Freight Forwarding Co., Baltimore & Ohio Railroad, The Security Storage Co. (in Cincinnati); and Allied Van Lines (in Cincinnati).

Railroad Retirement Board, 10 truckloads, 84 carloads, Fidelity Storage & Warehouse Co., and Kane Transfer Co., in Washington, Baltimore & Ohio Railroad; and Werner Bros. and Kennelly Co. in Chicago.

Farm Credit Administration, 2 truckloads, 11 car-



loads, Fidelity Storage & Warehouse Co. and Kane Transfer Co., in Washington; Baltimore & Ohio Railroad and Alton Railroad; and A.B.C. Storage Co., in Kansas City.

In going over their records recently, the O.D.S. found that the Powell Transportation Co., of Washington, had been hauling Government equipment from Washington to Philadelphia on an absolutely free basis. The records revealed that the company had carried several loads from Securities & Exchange Commission offices without reimbursement.

Lester B. Powell explained, when interviewed, that the company's services were given without charge as a contribution to the Government. He declined to comment further, but indicated that he will continue to cooperate whenever possible.

Key personnel in the Office of Decentralization Service are the following:

Fred E. Taylor, of Portland, Ore., former president of the National Assn. of Real Estate Boards; Walton C. Clark, loaned to O.D.S. by the Public Building Administration where he was engineer assistant to the Commissioner; W. L. Snodgrass, loaned to O.D.S. by the Interstate Commerce Commission; and Fred W. Vincent.

This small group of men and their assistants have encountered many problems in developing and carrying out the moving program. They have supervised the leasing of office space in cities where the agencies will make their headquarters, have found homes for the employees, in some instances have had to remodel office space, and have even arranged for the transferred employees to be entertained upon arrival in their new surroundings.

Mr. Vincent, in charge of public relations for the O.D.S. has found it necessary in almost every department's transfer, he said, to appeal to the press to pub-

lish accounts of the plight of Government workers who had difficulty in locating suitable living quarters.

Recently in Chicago, new headquarters for the Railroad Retirement Board and other agencies, Vincent located 5,500 apartment vacancies in a single month, besides 600 available houses and 4,000 rooms to rent, all in "desirable" neighborhoods. Arriving in Chicago, he found only 2,000 listings available.

Federal employees who made moves to other cities were supplied with forms which, when filled out, provided a complete inventory of their household goods. With these forms on hand the O.D.S. was able to draft its schedule and pick up the shipments. The transportation companies in most instances used 12 and 15-ton vans, packing shipments of several families for a single load. Leaving Washington, the trucks and vans left on regular 45-minute schedules, accompanied in some instances by emergency cars in case of breakdowns.

The movement of Government furniture and equipment was carried out in the same well-planned manner. All shipments were tagged and destinations clearly marked. Earlier, O.D.S. planners had laid out floor-spaces in the buildings to be occupied and each piece of furniture or article was tagged to be placed in the chalk-marked spot.

As of July 15, eleven agencies had been moved, 3 were in the process of moving and moving dates had been set up for 3 more. Dates were to be set for moving the remaining 3.

The 20 agencies which have been designated to be moved from Washington, and the cities to which they have been or are being transferred, are as follows:

Patent Office, Richmond, Va.
Rural Electrification Administration, St. Louis Mo.
Farm Security Administration, Cincinnati, Ohio.
Railroad Retirement Board, Chicago, Ill.
Fish & Wildlife Service, Chicago, Ill.
Office of Indian Affairs, Chicago, Ill.
National Park Service, Chicago, Ill.
Employee's Compensation Commission, Philadelphia, Pa.
Securities & Exchange Commission, Philadelphia, Pa.
Central Office of Immigration & Naturalization, Philadelphia, Pa., Baltimore, Md., and New York City.

(Concluded on page 17)



PRICE CONTROL and FREIGHT RATES

by HENRY G. ELWELL

President—Elwell, Philips & Co.,
Inc., Elizabeth, N. J.

"TO further the national defense and security by checking speculative and excessive price rises, price dislocations, and inflationary tendencies, and for other purposes." So reads the opening statement of the Emergency Price Control Act of 1942.

On the surface there may appear to be no connection between the Price Control Act and the work of the industrial traffic manager. The Act does not provide for the regulation of freight rates as such.

Actually, however, the industrial traffic manager, if he is to render full service, must give careful attention to the methods of handling transportation charges as applied in reference to the Price Control Act, just as he studies decisions and orders of the Interstate Commerce Commission, the Office of Defense Transportation, and others.

Many, many questions regarding costs of transportation are bound to arise and these will have to be answered. True, the Office of Price Administration will co-operate, but a manufacturer, and his traffic department, must gather basic data before presenting a definite inquiry.

As an illustration, take just one example—the case of a manufacturer of paperboard which is to be sold East of the Rockies: the producer (manufacturer) has to keep in mind the item of cost of transportation in addition to many other specific factors. He must determine whether he may ship "f.o.b. origin," or "f.o.b. origin with freight allowed"; or if the freight rate is over 30 cents per 100 lbs. whether or not he may add the excess freight charge where shipment is on "f.o.b. destination" basis.

Sales Problems

Then, too, if a manufacturer has been selling on the basis of "f.o.b. destination" he may find O.P.A. demanding that his sales be made on an "f.o.b. origin" base. Or, he may be faced with the question—will O.P.A. permit the equalization of freight charges on shipments of my products?

If a manufacturer should be ordered to sell on the basis of "f.o.b. origin" in place of his previous practice of selling "f.o.b. destination," he would find his customers suddenly becoming aware of the distance unit as embraced in marketing.

might find it advantageous to convince a customer to order in carload lots instead of less-carload quantities. Even if the customer had to store a portion of the carload shipment for a longer period than had been his practice—even so—he might find it profitable from several aspects.

Manufacturers and their customers must be alert to the fact that because of war time needs the Government is endeavoring to eliminate waste in the use of transportation facilities. In other words, the trend is toward bringing "cooperative pressure" to bear to induce shippers/consignees to increase the size of individual shipments.

It is well known that since the early 1920's the practice among wholesalers and distributors has been to buy in comparatively small quantities, thus forcing the manufacturers to carry the "inventory." With unusual conditions prevailing—with the uncommon becoming customary during the duration—it is likely the wholesalers, and distributors may find it necessary to carry larger stocks in view of the Government's efforts to eliminate waste in transportation and thereby provide for the more efficient use of freight cars and trucks.

And—concerning shipments by truck: manufacturers and their customers should be mindful of the fact that when delivery of goods is made in the consignor's (shipper's) own truck, O.P.A. expects the shipper to show on the invoice the transportation charge and the definite method of transportation—all of which creates a very interesting discussion when one further considers the Interstate Commerce Commission's attitude in regard to this matter.

Relief Possible

Despite the apparent severity of the Price Control Act it is undoubtedly possible for a manufacturer to obtain relief where he can prove unreasonable hardship will result. In making this statement we are referring to costs of transportation, inasmuch as this article is intended to apply only to the transportation angle. Assume that a manufacturer can clearly demonstrate that the terms of an O.P.A. maximum price order definitely injure or restrict his operations. With comparisons of freight rates to show a given situation as related to the other factors involved

(Concluded on page 28)

Unquestionably the Price Control Act will affect the usual business procedure of numerous manufacturers. On the other hand, it would seem probable that recommendations and suggestions to O.P.A. might result in reasonable compromise if good cause could be shown in a given case.

Information Necessary

As heretofore mentioned, the manufacturer's traffic department must be prepared to provide information concerning transportation rates and charges—information essentially applicable to the issue. For instance, it should be noted that the point of shipment must be considered in connection with the Price Control Act, not merely the plant location. On a shipment forwarded on the "f.o.b. mill" basis the cost of trucking from the plant to the railroad station cannot be included in the selling price.

In ordinary times the traffic department of a manufacturing establishment compares the tariffs of rail, truck and water carriers to determine the best service and most advantageous freight rates. Under O.P.A. price regulation this still can be done—it should be done especially as it concerns comparison of rail and truck carrier tariffs. The careful study of freight rates continues to be profitable for any manufacturer.

One avenue for possible savings in transportation costs would be for a manufacturer to concentrate as much as possible on adjacent territories in buying and selling. A comprehensive comparison of freight rates by a manufacturer's traffic department would reveal the potentialities.

Or, with a comparison of less carload versus carload freight rates at hand a manufacturer

Keeping Further TABS on TAXES

Recent Changes in Several States as Reported to

JOHN H. FREDERICK

*Professor of Transportation and Industry, School of
Business Administration, The University of Texas*

Qualification by Users of Public Merchandise Warehouses for Storage and Other Purposes

A FEW years ago, when this survey of State attitudes toward the need for qualifying to do business within their borders by users of public merchandise warehouses was first begun; State officials did not hesitate to express themselves on the basis of hypothetical cases. The cases used were those shown in the list on this page as being the most common ways in which public warehouses were used for spot stocks. As time has gone on, however, these State officials, when presented with this list for comment, have been less and less willing to give an opinion on whether any of these uses would be considered as warranting "qualification" in their States. This has been indicated by revisions published periodically under the title, "Keeping Tabs on Taxes in the 48 States." When the current survey was made, more and more States, acting through their attorney general departments, State treasurer departments, secretaries of State and other officials refused to commit themselves except on specific information. As a result, we can only say of this section of the survey that it is safest to regard all States as now judging each case on its merits. Therefore, specific information as to the use made of public merchandise warehouses should be furnished State officials if there is any question as to the need for qualification.

Costs of Qualification

SINCE the revision published in January, 1942, no States have reported changes in their costs of qualifying to do business. This is unusual, but apparently 1942 has been an off year for many State legislative bodies so that new laws have been conspicuous by their absence.

Personal Property Taxes

SINCE the compilation of personal property tax data appearing in the last issue of the tax pamphlet, that of Jan. 1, 1942, there have been several minor changes as follows. No other changes have been reported up to July 1, 1942:

CONNECTICUT—Assessment date in Waterbury changed from May 1 to June 1 each year.

DISTRICT OF COLUMBIA—All tangible personal property located in storage in the District of Columbia on July 1 of any year would be liable to personal property tax, no exemption allowed.

GEORGIA—Tax now based on fair cash or market value.

IOWA—Basis of assessment is now according to the amount in storage on Jan. 1 of any year.

LOUISIANA—In 1941 and 1942 New Orleans adopted the assessment basis of 88.68 per cent.

CHIEF USES OF PUBLIC WAREHOUSES BY MANUFACTURERS

1. Goods are shipped from a factory into a state and stored in a public warehouse before they have been sold. The intention is to sell them in the state into which they have been shipped. Sales are usually made in original packages on orders taken by traveling salesmen operating within the same state as the warehouse used for storage. These orders are subject to the approval of the home office and sales are invoiced by the home office to the purchasers who make payment to that office.

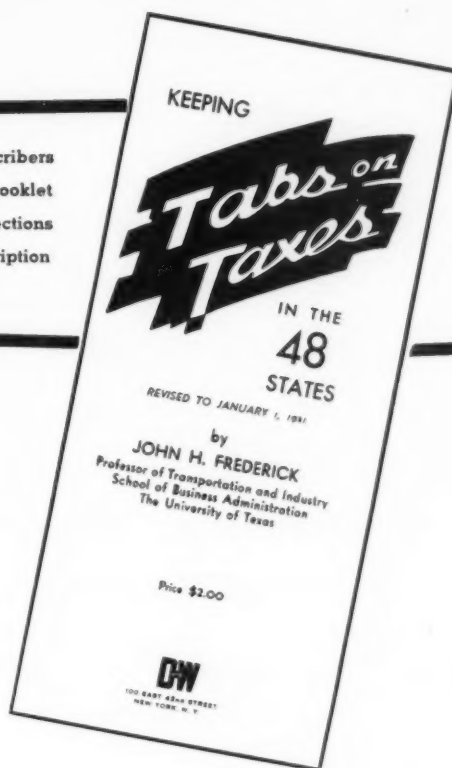
2. Goods are shipped from a factory into a state and stored in a public warehouse before they have been sold. The intention is to sell these goods in another state than the one in which they are stored. These goods are usually stored in a public warehouse in a town regarded as a marketing center. Sales, deliveries, and payments are made in the same manner as in case (1), above.

3. The manufacturer ships goods in the same manner as in (1) or (2), but under an arrangement whereby warehousemen will deliver to approved purchasers in the state where stored. The goods so delivered are invoiced on the manufacturer's bill-head by the warehouseman, or by the manufacturer on notice from the warehouseman that delivery has been made, and purchasers remit to the manufacturer.

4. Goods are shipped from a factory into a state and stored in a public warehouse before orders have been received for them, but for the account of authorized brokerage or other representatives who will sell them either in the state where stored, or in an adjoining state. These representatives sell the goods on a commission basis. Deliveries to purchasers are made from the public warehouse either in original or broken packages on the order of the representatives. The representatives report sales to the home office of the storer from which invoices are mailed, and to which payments are made.

5. The manufacturer ships goods into a state in pool or consolidated carloads in accordance with orders received from purchasers. From time to time, however, there is not enough weight represented by orders received in advance to complete a particular pooled or consolidated car under railroad tariffs, so the manufacturer ships additional goods, for which no previous orders have been received, storing them in a public warehouse to await future orders. Sales are finally made and payment collected in the same manner as either (1) or (2) or (3).

The booklet illustrated at the right was sent out to regular subscribers of DandW the early part of 1942. Those not possessing this booklet and who wish to bring such information up to date with the corrections in this issue should send in their applications for regular subscription promptly, because the supply of this booklet is limited.



MAINE—Storer or owner reports to local tax officials. Property tax assessed for local, State and county tax.

MICHIGAN—Except in a few cities where the date is different, because of peculiarities in city charters, the date of assessment is April 1. Property tax is assessed for county, local and school district tax based on 100 per cent of value of stored stock.

MINNESOTA—Goods imported into this State are not subject to personal property taxes as long as they remain the property of the importer and are in the original packages.

NEW YORK—While no property taxes are assessed on stocks of goods in public warehouses outside of New York City, a New York City compensating use tax law was adopted June 30, 1940, and amended Oct. 27, 1941, providing for taxing certain enumerated articles 1 per cent on their value when purchased for use within New York City.

OREGON—Tax based on 50 per cent or less of value of stored stock depending on locality where held in storage.

WASHINGTON—Property in storage in public warehouses is assessed for State, county, city and other

taxing district's purpose. Tax is based on 50 per cent of true and fair value.

WYOMING—Property tax assessed for total tax levy of district where located, including State, county, school district and municipal levies.

Frozen Inventories Released

Idle inventories frozen by L orders and other War Production Board action were released by Priorities Regulation No. 13, issued July 7, which provided for uniform rules controlling sales from frozen stocks. The first effect of the regulation will be to pour enormous stocks of material into the market. The regulation designates some 150 materials as "war materials" and Schedule A of the regulation determines the conditions under which such materials may be sold. Only "special sales" are released from other priority restrictions. A "special sale" means any sale except:

- (1) A sale of any material in a form regularly sold by the seller in the course of his business;
- (2) A sale of any tool, machinery or other assembled commercial, industrial, production, agricultural or household equipment;
- (3) A sale of material in the form in which it is used by ultimate consumers thereof without being further processed or assembled with other materials or made a part of any building or structure; and
- (4) A sale of foodstuffs, medicines and other materials for internal human consumption.

Bankruptcy and liquidation sales are "special sales." The rules under which "special sales" of frozen stocks may be made are briefly:

(a) "Special sales" of war material may be made to the persons and under the circumstances indicated in Schedule A of the regulations. For example, when an alloy, compound, mixture or product is not listed in Schedule A and contains a significant amount of more than one war material, a sale may be made only to a person to whom all such contained materials may be sold. In short, the buyer must meet the qualifications for each material.

(b) Sales of a lot of war material at less than \$100 may be made to anyone.

(c) A sale to any one of the following may be made: Maritime Commission, Navy Dept., War Dept., Board of Economic Warfare, Commodity Credit Corp., Defense Supplies Corp., Metals Reserve Corp., Rubber Reserve Corp., and any other corporation organized under Sec. 5(d) of the Reconstruction Finance Corp. Act as amended.

(d) A sale may be made pursuant to a specific authorization of the Director of Industry operations naming the seller and identifying the particular sale to be made.

(e) A sale may be made by a producer to another producer engaged in the same business as the seller, but only if an order of the Director applicable generally to persons engaged in such business expressly permits such a sale.

(f) Sales of war materials are subject to existing end use, inventory and quota restrictions.

It is stated that if any "special sales" are made, it will be necessary to maintain in the regular place of business all documents, including purchase orders and preference rating certificates, upon which a company relies as entitling it to make such a sale.

The W.P.B. regional and district offices will help a company unload frozen inventories. If materials from frozen inventories are wanted, companies are advised to move quickly to contact manufacturers whose civilian output has been curtailed.

"Sale" of a material includes any public or private sale, auction sale, sale upon foreclosure of any lien or mortgage, or delivery of such material in exchange for money or for any other material and the sale of any warehouse receipt, bill of lading or other document evidencing an interest in such material, but does not include the pledge or mortgage or other creation of any lien upon such material or the transfer of possession of such material without any transfer of title.

**Unit loads make for
easy inventory and
speed up loading
and unloading of
cars and trucks.**

By MATTHEW W. POTTS
Materials Handling Editor



Fork trucks have been designed for high piling as well as low piling, and various piling heights are available to meet building requirements. (Courtesy, Automatic Transportation Co.)

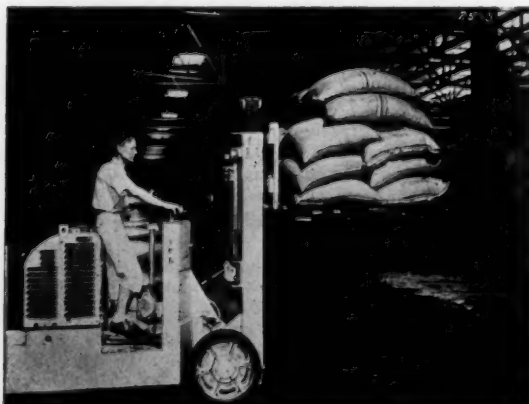
Shipment by Palletized Unit Loads a

IN January, 1941, *DandW* created the term: "Palletized Unit Loads," and at the American Warehousemen's Assn.'s 50th Annual Meeting held in Chicago in February, 1941, the writer discussed this method of handling, and predicted its wide use. A number of the warehousemen seemed to feel that this method of handling was being fostered by a few individuals in order to sell mechanical handling equipment, and they were

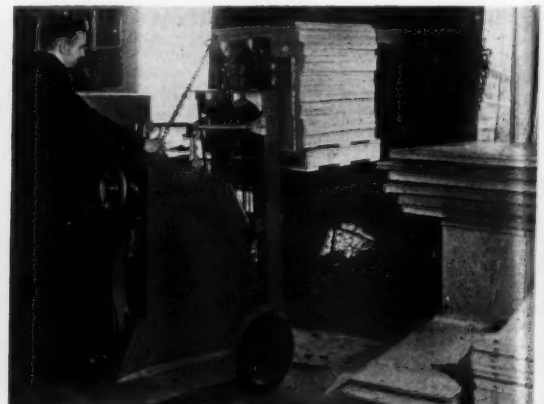
a little reluctant to take the matter seriously. Now, they are faced with a problem of being able to obtain mechanical handling equipment, to take care of this type of shipment.

More and more, the use of pallets and fork trucks is finding its way into all branches of the Government service, and already the Army and Navy have purchased hundreds of fork trucks, and have them in opera-

Side loading of trailers is easily accomplished with palletized unit loads. (Courtesy, Mercury Mfg. Co.)



Palletized unit loads can easily be elevated to the tailgate for truckloading where loading platforms are not available. (Courtesy, Vaughan Motor Co.)





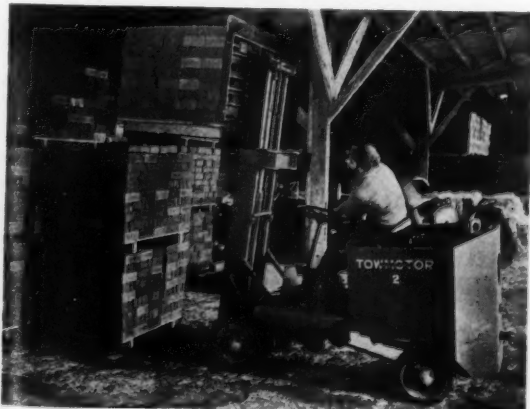
Barrels and drums can either be handled in units of two or four, depending upon requirements and the capacity of the truck (Courtesy, Baker-Raulang Corp.)

ds a Reality

tion in all parts of the country, as well as at foreign ports and bases.

While a year ago, the equipment manufacturers were able to make delivery of equipment to the regular warehouse industry, we now find it is almost impossible to obtain this type of equipment except in the very small units.

When such commodities as brick are handled by fork trucks and pallets, it shows that unit loads save time and money. (Courtesy, Towmotor Co.)



In reading over the minutes of the A.W.A. meeting, at which time palletized unit load shipments were discussed, there was a question raised by a number of warehousemen regarding the size of pallets and the weight of the load which should be standardized. A committee was appointed, but so far as the writer knows, no official report has been made regarding the size of pallet to standardize on. However, it was the opinion of several of the members that the pallet should not be too large, because of the limited capacity of their elevators, the limited floorloads, the narrow spacing of posts, the widths of aisles required, and the maneuverability of the equipment which would be required to handle these pallets.

It was also pointed out that warehouses had a different handling problem than docks and stevedoring operations, where large pallets were being used only as transfer platforms. There was considerable concern on the part of the warehousemen that too large pallets would be adapted for unit load shipments. In this connection, the Government is taking the lead, and it is felt that because of the inability to obtain power-driven equipment in every case, the load should not be too large or too heavy to handle pallet truck operation. It is felt now that the pallets for canned goods, bagged goods, etc., will be small, and not in the large 48 by 48 in. size which was discussed at the A.W.A. meeting.

Some of the objections which were taken by the warehousemen at the 1941 meeting are beginning to be reflected down through the operations which have developed in connection with palletized unit loads. While most of our illustrations have been showing large pallets and 4,000-lb. and 6,000-lb. fork trucks, the trend now is to drop to smaller pallets and fork trucks of approximately 2000 to 3000-lb. capacity.

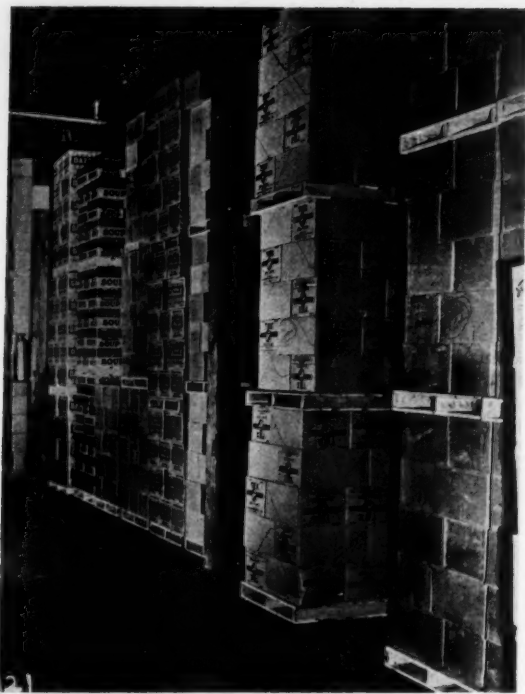
As yet, the size of the standardized pallet has not been definitely determined, but no doubt the activities of the Government in the procurement and shipment of subsistence materials will have a direct bearing on the size of pallets, because they will determine it to meet their own operation requirements. This standardization is coming about very quickly because of the inter-changing and trans-shipment of materials from one point to another in palletized unit loads.

Because of the multiplicity of handling, the necessity of backing up ports, stations and camps, with sufficient supplies for 3 mos.' requirements for every man in the field, the need of reducing every handling operation quickly becomes apparent.

Another factor which is going to have a bearing on the quick development of this method of shipping is the need of reducing paper work by requisitioning in unit load shipments. This will also materially reduce the

Various types of commodities are easily handled if properly stacked on pallets. (Courtesy, Yale & Towne)





Note the orderly stacking of merchandise, in palletized unit loads. (Courtesy, Pallet Sales Corp.)

marking, stenciling, handling, distribution of stock, and will materially speed up the shipment on every point of transfer.

In view of the fact that considerable of this material is moving by commercial vans and semi-trailer loads, it is essential that the palletized unit load be small enough to fit these van bodies and to permit both the hand and the power-driven equipment to go into the van bodies where they are level with loading platforms.

While a year ago, most of the argument for the use of this equipment was based on reduced handling cost, today the prime argument is the saving of time and space. Time is the vital point in moving men and materials, and unless both can be timed at a high rate, one is going to get there before the other, and men cannot move forward without having their supplies with them. This is being recognized, and all possible short-cuts are being made, to reduce the time element in handling. This

has a direct bearing on the cost of handling, because if it can be handled quicker, it is handled cheaper. Therefore, new equipment can be purchased and justified on the basis of time.

This not only is true in the Government movements, but it is going to be true in the commercial warehouse field, where other materials are being stored, and where it is essential to load and unload quickly. Here again the element of time is the prime factor.

In the case of motor transporting, quick loading and unloading save time, thereby making the equipment available for more trips and utilizing it as a transport carrier, and not as a loading platform. The same thing is true regarding the loading and unloading of cars. The saving of a day on a car loading makes thousands of cars available for transport, which are now being used as storage areas. More and more we are going to realize the need of saving time and space, and there is no factor in general merchandise warehousing that can do this more quickly than a fork truck and pallet operation.

When the use of pallets and fork trucks was first started, little thought was given to trans-shipment by palletized unit loads, but today this shipment of materials on pallets is becoming inevitable. Now thought must be given to the method of piling on pallets, and the securing of the merchandise so it will not become dislodged in transit. The use of steel strapping or wire strapping is going to be required, and thought must be given to the most economical way to use this material.

The use of this strapping not only makes for a safe unit load in transit, but it protects the unit load from pilferage, makes it possible to take quick inventories knowing that the merchandise is on the pallet, reduces breakage in the unit load, and in the case of some bagged materials it is absolutely necessary in order to keep the bags on the pallets when on long shipments. It is hoped that in the near future *DandW* will be able to present to our readers illustrations of the methods of strapping to pallets.

A number of industrial plant shipping departments have successfully used the strapping method in the shipping of their merchandise, but the shippers of substance materials have not been called upon to deliver merchandise in this manner, and, therefore, they have done little or nothing to develop shipments by palletized unit loads. However, this is not a serious problem, and is one that can be quickly solved as the occasion arises.

The writer feels that more and more, the general
(Concluded on page 50)

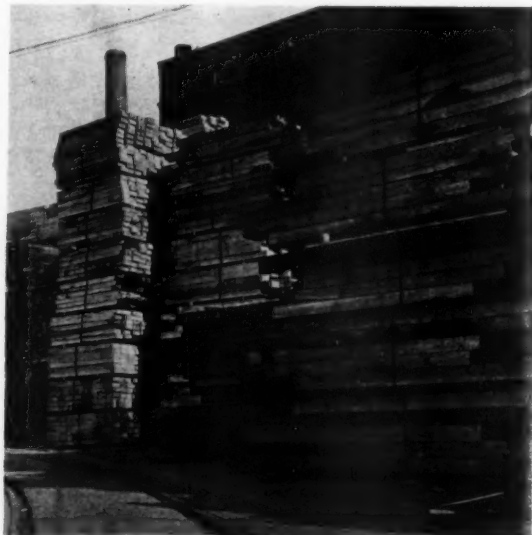
Steel Banded Lumber Doubles Storage Yard Capacity

The illustration to the right shows how steel banding is used in modern lumber yards to conserve storage facilities and to reduce handling hazards to employees.

In pre-second World War days, this lumber yard could easily accommodate the lumber which arrived daily. Since then, the overwhelming demand and lack of sufficient and immediate shipping space caused large stocks to accumulate.

How to get more lumber in a given space was the problem, as safe piling heights of individual pieces were necessarily limited.

By bundling with Acme steel bands, the lumber is now safely piled twice as high. The danger of falling pieces has been eliminated and employees work better with the major handling hazard removed.



Biggest Move in History

(Concluded from page 10)

Social Security Board, Chicago, Ill., New Orleans, La., and San Francisco, Calif.
 Wage & Hour Division, Kansas City, Mo.
 Agricultural Adjustment Administration, Columbus, Ohio.
 Bureau of Reclamation, Denver, Colo.
 Agricultural Marketing Administration, New York City, Dallas, Texas.
 Finance & Insurance Section, Veterans Administration, New York City.
 Bureau of Public Debt, Treasury Department, Chicago, Ill.
 Federal Deposit Insurance Corporation, Chicago, Ill.
 Federal Credit Union System, 17 Cities.

Removal to Chicago of most of the Treasury Dept.'s Public Dept.'s Division got under way late in May, and the task of transferring 150 railroad carloads of office material and equipment was completed in June.

Representing the largest single moving operation, from the standpoint of tonnage, handled by the P.B.A., the transfer involved 2,300 Treasury employees, although only 1,400 employees went to Chicago.

The moving job began May 28. Four carloads of office equipment were immediately shipped. A dozen carloads left on June 12, and the remainder at regular intervals until the job was completed.

The move transferred to Chicago certain of the activities of the Treasury Dept. connected with war bonds and stamps. A total of 343,649 sq. ft. of space was leased by P.B.A. in the Merchandise Mart, Chicago, at an annual rental of \$398,632, to house the division.

Three divisions of the Interior Dept., involving nearly 1,000 workers and their families began early in July. A part of the President's decentralization program, the transfer will be completed by the end of August. Chicago's huge Merchandise Mart will also house the 3 divisions, Fish and Wildlife, National Parks, and Indian Affairs.

As the giant moving program got underway, complaint was filed with the Anti-Trust Division of the Department of Justice by Independent Movers and Warehouseman's Assn., Inc., New York City, which charged that the Procurement Division plans fostered monopoly and were inequitable to a large section of the motor carrier industry.

These charges were answered by the Procurement Division with the assertion that selection of carriers for the U. S. moving job was based solely on ability.

"In selection of carriers," said Clifton E. Mack, director of Procurement, "to handle the movement of property of 14 Government agencies from Washington and the personal effects of 10,000 employees, the primary consideration was the ability of the carrier to supply the amount and kind of equipment and the capacity of each organization to perform the job in accordance with requirements of the agencies and the employees concerned."

Background of Planning

The background and the planning for the transfers may be described as follows:

There was established in the Public Buildings Administration, of the Federal Works Agency, a Decentralization Service to work out the details of the decentralization program. Among the many duties with which that agency was charged was the engagement of transportation facilities to insure the transfer of the property, records and supplies of the 14 Government agencies, with the "minimum of interference to important Government business," and the preparation and shipment of household goods and personal effects of approximately 10,000 employees "in a manner calculated to cause as little inconvenience to the personnel affected as circumstances would permit."

Due to the specialized nature of transportation, the Decentralization Service delegated to the Procurement Division the details of negotiating with common carriers for the type and volume of facilities adequate to

the occasion, since there had been established in the Division by the Bureau of the Budget a Central Traffic Service organized to perform such duties for, or on behalf of, the civil department and agencies.

In delegating the transportation element to the Procurement Division, the Decentralization Service established certain basic requirements incident to the transfer of property, among them being "... that Section 3709 of the U. S. Code as amended, or any rules or regulations relating to forms of contract shall not operate in connection with those transfers..." Acting upon this authority the Procurement Division established as a matter of policy that shipments would move at regular published rates on file in the Interstate Commerce Commission and set up certain rules which, in its judgment, would give full force and effect to the requirements imposed by the Decentralization Service, among them being the following:

1. Bids to perform service at less than tariff rates would not be considered.
2. The right to select or reject the services of any carrier was reserved.
3. Government bills of lading must be used in lieu of carrier documents.
4. Actual scale weights of shipments must be used in computing charges.
5. Regular hours, as prescribed in certain tariffs, would not be recognized.
6. Convenience of the shipper, only, would govern in all cases, without penalty.
7. Storage in transit would be permitted for a period not to exceed 30 days, the Government to designate the warehouses at its election, and storage charges to be paid only after the completion of the service.
8. The Government not to be responsible for cargo insurance in excess of 30 cents per pound, per article.
9. Washington, D. C., rates to apply on shipments originating within the Washington commercial zones as defined by the Interstate Commerce Commission in Ex Parte MC-7, plus Falls Church and East Falls Church, Va.
10. Destination key point rates to apply on all shipments delivered within the corporate limits of the key points, plus a zone extending five miles beyond such corporate limits.
11. All rates to be restricted to lowest released value.
12. The Government to depend on evidence of insurance protection to cover public liability, property damage and cargo insurance as filed by the carriers with the Interstate Commerce Commission. All loss and/or damage claims to be given preferred attention and all such claims amounting to \$25.00 or less, to be paid immediately upon presentation.

The selection of individual carriers to perform services incident to the transfers was considered one of the most important and particular elements and the Procurement Division proceeded with this duty with the utmost caution and circumspection, according to W. E. Hayghe, chief of the traffic section in the division. It was determined to limit carrier participation to those whose past performances, known operated facilities and reputation in the industry recommended them for consideration. Judgment as to which carriers qualified was not rendered solely upon the records of the Division or the opinions of its personnel. Several transportation agencies, Government and private, were consulted, data collected and analyzed, before any carriers were named. Nomination of the carriers was a duty which this Division, only, was authorized to perform and in discharging this duty officials were influenced solely by matters of record and a complete knowledge of all that was required by the Government and its employees, not by bias or favoritism as sometimes charged. In no case was membership in any private organization a factor, according to responsible officials.

Personnel

H. E. Wiggins, traffic manager, National Biscuit Co., New York City, has been appointed a traffic consultant in the War Dept., Div. of Services and Supply.

E. C. Robinson, traffic manager, Standard Oil Co. of Ohio, is the new president of the Traffic Club of Cleveland. Other officers elected are: first vice-president, Willard Adamson, general agent, Northern Pacific R.R.; 2nd vice-president, M. K. DeWitt, traffic manager, Lamson and Sessions Co.; treasurer, P. W. Kemp, freight traffic representative, Grand Trunk-Canadian National; secretary, E. C. Reminger.

R. L. Murphy has become traffic manager of the Georgia-Alabama Textile Traffic Assn., Atlanta, which represents the Cotton Manufacturers Assn. of Georgia and the Alabama Cotton Manufacturers Assn. Mr. Murphy succeeds C. T. Kilgore, resigned.

Clyde B. Aitchison, oldest member of the I.C.C., has been elected that body's chairman for the balance of 1942. He has been acting chairman since Joseph B. Eastman became Director of the O.D.T. Mr. Aitchison was appointed first by President Wilson.

Lewis O. Wallin, president of the Austin Fireproof Warehouse Co., Austin Texas, has entered the Army. F. Wilburn Harrell has been appointed general manager.

A. R. Lintner has become Pacific Coast director of the War Shipping Administration. He has been acting Pacific Coast director in place of J. E. Cushing, who was called to Washington to become assistant deputy administrator for ship operations.

Arthur C. Schier and William J. Bailey, both of New York City, have been appointed as special advisers to the chairman of the W.P.B. Transportation Committee. Schier has been for the last 7 yrs. general traffic manager of General Foods Corp., and is at present president of the Traffic Club of New York. Mr. Bailey has been for the last 8 yrs. general traffic manager of West Virginia Pulp & Paper Co. of New York.

A. Walter Larkin, treasurer and manager, J. L. Kelso Co., Boston, has become acting school committeeman of Winthrop, Mass., in the absence of Roger E. Titus, who has entered service.—*Wellington*.

Walter P. Hedden, director of port development, Port of New York Authority, has been appointed by O.D.T. as consultant to F. B. Dow, director of the division of pipe lines, tankers, tank cars and tank trucks.

Walter E. Sweeting, prominent in the affairs of the National Furniture Warehousemen's Assn., has announced the establishment of Walter E. Sweeting Storage, 3962 Filbert St., Philadelphia. He will also participate in all related services.

W. W. Berreman, secretary-treasurer of Phoenix Fast Freight Lines, Los Angeles, has been elected president. He acquired an interest in the firm in April. He was formerly active in transportation circles in the Pacific Northwest as district freight agent at Spokane for the American-Hawaiian line and as special agent for Consolidated Freightways at Seattle.—*Herr*.

William T. Bostwick, Manhattan Storage & Warehouse Co., New York City, has reported for duty at Raritan Arsenal, holding a commission as Major in the Ordnance Dept. of the Army.

Major J. J. Woodside, Jr., John J. Woodside Storage Co., Atlanta, Ga., has been given command of the 27th Aviation Squadron, newly activated at the post of the Army Air Forces at Cochran Field, Macon, Ga. Major Woodside, participated in 6 historical campaigns in France during the World War I and was awarded the French Croix de Guerre with one bronze star.

R. A. Robertson, Fidelity Storage and Warehouse Co., Orlando, Fla., a naval reserve officer who resigned his duties as vice-president of that company last September to go into active service with the Navy, has been transferred from the Panama Canal Zone to Miami, where the new headquarters of the 7th Naval District are located.

D. S. Woolley, Redman Van and Storage Co., Salt Lake City, Utah, has been appointed chairman of the Committee on Emergency Mobilization of Motor Vehicles for the entire State of Utah, working directly under the Governor.

W. L. Macatee has been appointed traffic manager of the Texas Company, New York, succeeding Charles Ervin, retired because of illness.

F. J. Haley, recently serving as traffic adviser and chief of the ocean traffic branch of the War Dept.'s transportation division at Washington, D. C., has been appointed executive assistant of the Waterman Steamship Agency at New York City.

C. H. Trayford, terminal manager, East Coast Freight Lines, has been elected president of the Academy of Advanced Traffic, New York City. Other officers elected: G. J. Donovan, transport division, Reconstruction Finance Corp., vice-president; J. W. Markert, Union Pacific R. R., secretary; and J. W. Peterson, Chicago, Rock Island & Pacific R. R., treasurer. J. B. Palmer, Phelps-Dodge Corp., outgoing president, continues as chairman of the board of directors.

R. L. Wedding has become manager at South Bend, Ind., for the American Carloading Corp.; C. T. Marlowe has become manager at Toledo; H. F. Snure, president, American Transportation Co., announces that that organization's name has been changed to the American Freight Forwarding Corp., and that the latter will soon conduct the freight forwarding operations of the American Carloading Corp., which will afterwards continue exclusively as a common carrier trucking company.

Donald D. Conn, executive vice-president of the Transportation Assn. of America, has been appointed assistant deputy director, in charge of transportation, communication, warehousing, and port facilities, of the newly organized Army Specialists Corps., Washington, D. C. The new corps will supply the Army and other war agencies with professional, scientific, technical and administrative personnel. As a result, this will release in many instances men, now in administrative jobs, for combat or command duty.

C. R. Musgrave, vice-president in charge of traffic and transportation, Phillips Petroleum Co., Bartlesville, Okla., has been elected a director of the company and a member of the executive committee. He is president of the Associated Traffic Clubs of America.

Ferris B. Martin, Minnesota-Northwest Warehousemen's Assn., Minneapolis, is a recent appointee to an O.D.T. board to hear appeals from commercial vehicle rationing orders. He will act as an alternate.

A. R. Mahaney, Pittsburgh, has succeeded the late A. G. Warren as assistant director of the O.D.T. Div. of Traffic Movement, in charge of the section of traffic channels. F. L. Yeater, St. Louis, has been appointed chief of the traffic flow unit. Mr. Yeater came to the O.D.T. from the Missouri-Pacific R. R., where he was assistant to the general superintendent of transportation.

T. J. Knapp, former traffic manager and assistant sales manager of the Freeport Sulphur Co., New York, has been elected assistant vice-president to supervise shipment of materials and supplies to Cuba for use in the construction there of a Government nickel plant.

J. A. Bialas, formerly traffic manager of J. M. Huber, Inc., has become traffic manager at Chicago for the Hurley machine division of the Electric Household Utilities Corp.

Leo H. Ley, traffic manager, Kelly-Springfield Engineering Co. has been elected president of the newly organized Tri-State Traffic Club, Cumberland, Md. The board of governors includes the following: Edward F. Hanlon, traffic manager, Celanese Corp. of America; and Harry J. Biggs, traffic manager, West Virginia Pulp and Paper Co.

Col. Robert C. Brady has been placed in command of the Philadelphia Quartermaster Depot, replacing Brig. Gen. William A. McCain, commanding general of the depot since 1934. Col. Brady was the depot's executive officer and has been successively in charge of the depot's warehousing division, assistant commandant of General Administrative School, property office, and in charge of the Storage and Distribution Div.—*Manning*.

A. M. Bishop has been made assistant general manager of Smith's Transfer & Storage Co., Washington, D. C. He has been associated with the company for the past 5 yrs., and was formerly with the Greyvan Lines, Inc.—*Manning*.

Brig. Gen. C. D. Young, director of Procurement and Distribution, Services of Supply, War Dept., was returned to active status June 30, having reached the statutory retirement age. He is a former vice-president of the Pennsylvania Railroad. Upon his retirement from active service, General Young became assistant director of the O.D.T. In this capacity he will function as liaison officer on matters of material and equipment between the O.D.T. and the Transportation Service, War Dept., and between the O.D.T. and the War Production Board. He will also perform such other duties as may be assigned to him by the director of the O.D.T.—*Manning*.

H. J. Carroll, traffic manager of Goodyear Tire and Rubber Co., Akron; C. B. Sipes, traffic manager of the Firestone Tire and Rubber Co.; Henry Zimmerman, traffic manager of the B. F. Goodrich Co.; and Richard Bailey, traffic manager of the General Tire and Rubber Co. are on the Defense Transportation Committee of the Akron Civilian Defense Council—*Kline*.

A. V. Mattingly, manager of Haslett Warehouse Co., San Francisco, cotton department, has been commissioned a captain in the U. S. Army. Mattingly is very well known in Western shipping circles. He has been with Haslett for the past 5 yrs. For the immediate present, Mattingly's Army duties will keep him in San Francisco where he will be with the Transportation Service. Haslett is not replacing Mattingly, but is allocating his work to a number of staff members while he is with the armed forces.—*Gidlow*.

Herbert L. Trask, vice-president and manager of the United States Cold Storage Co., Kansas City, Mo., suffered a heart attack last month and is confined in St. Mary's Hospital. The attack was quite serious but Mr. Trask is now doing as well as might be expected, although his physicians have prescribed a rest of several weeks.

C. H. Overton, vice-president of the Commercial Warehouse Co., Oklahoma City, Okla., has reported for duty in the armed forces at Lexington, Ky., as First Lieutenant in the Signal Corps. John S. Morrison has assumed Mr. Overton's duties as manager.

W. J. Williamson, Chief of the Traffic Control Div., Transportation Service, has been commissioned a Colonel in the Army. Colonel Williamson, who has been general traffic manager of Sears, Roebuck & Co. for the past 11 yrs., was named Chief of the Traffic Control Div. when the Services of Supply was established March 9, 1942.—*Manning*.

A. B. Compton, Jr., vice-president and secretary of the Lincoln Storage Co., Dayton, Ohio, has been elected president of the Ohio Furniture Warehousemen's Assn., succeeding Herbert Neal at its 8th annual meeting, held in Cleveland. The group elected Harry M. Harmon, head of the Bramley Storage Co., Cleveland, as its vice-president; Homer E. Fox, secretary of the Knickerbocker Warehouse & Storage Co., Akron, as its treasurer; and Charles H. Smith, Security Storage Co., Cincinnati, secretary.

"Al" Naish, president of the "Al" Naish Moving & Storage Co., Cincinnati, was elected president of the Ohio Household Goods Carriers Bureau, Inc. Other officers are as follows: vice-president, Charles Armistage, Cleveland; treasurer, W. C. Burbank, head of Burbank Van & Storage Co., Warren; and Charles H. Smith, secretary. Mr. Burbank was re-elected agent for the bureau. The group voted in favor of the adoption of the hundredweight basis in the State for all points other than local, and that the same basis be retained for local operation.—*Kline*.

Mark Marshall has been selected to fill Amos Brooks' position as secretary-manager of the Southwest Warehouse & Transfermen's Assn., during Mr. Brooks' leave of absence for service in the Army. Mr. Marshall was the first Director of the Motor Transportation Div. of the Railroad Commission of Texas, and under his guidance the regulation of motor transportation in that State was organized and systematized. He served in this capacity from the time the first regulatory measure was passed by the Texas Legislature up until just about a year ago. During the last census he was appointed to head the North Texas district, and won recognition for his executive ability.

Navy Depot at Scotia, N. Y.

Three hundred and fifty acres of previously undeveloped land at Scotia, N. Y., have been selected as the site for a new Naval Supply Depot. The site is about 3 miles from Schenectady.

Contracts for the construction of the new depot have been awarded.

Twenty storehouses and other plant buildings plus open storage space are to be located on the station site. The cost of the project has been set at \$13,200,000 and during the construction period will provide work for an average of 3,500 men each day.

When completed it is estimated that 15 officers and about 800 civilians will be stationed at the depot.—*Manning*.

FROM The Capital

O.D.T. Joint Information Offices

A general O.D.T. order No. 13 authorizing the establishment of "joint information offices" throughout the United States to aid motor carriers in stepping up the efficiency of their operations was issued and became effective July 2.

The plan is designed to make it easier for common, contract and private carriers engaged in the transportation of property to comply with General Orders of the O.D.T. for wartime conservation of trucks and tires.

Each joint information office will be governed by a committee or board, to be selected by the carriers concerned, with the O.D.T. retaining the right to disapprove such selections or to remove any member at any time.

The O.D.T. likewise will have authority to disapprove a selection by the carriers or governing committee of any person as manager of a joint information office or to remove a manager after he has taken office.

The function of the joint information office will be to assist carriers in working out arrangements for compliance with O.D.T. truck conservation orders by obtaining from and relaying to carriers information with respect to equipment available and goods awaiting shipment in their areas.

A joint information office may take such steps as are "reasonably necessary" to carry out its prescribed functions but will not have the power to fix compensation for the interchange of property or the rental price of vehicles, nor to lease equipment or assign traffic to specific carriers.

The O.D.T. has authority to determine divisions of revenues between carriers for interchange of traffic and compensation for rental of equipment, unless these are fixed by agreement of the interested carriers, by the Interstate Commerce Commission or by the appropriate state regulatory authorities.

Disputes between carriers and the managers or governing boards of joint information offices may be appealed by the carriers to John L. Rogers, Director of the Motor Transport Division of the O.D.T., whose decision will be final.

Cost of establishing and main-

taining the joint information offices is to be shared equitably by the participating carriers. No carrier will be required to pay a membership fee to avail himself of the services of a joint information office but he may be charged for specific services rendered.

A joint information office is required by the order to give out information as to available equipment and traffic to any carrier requesting such service.

Apportionment of the costs of establishing and maintaining a joint information office and the charges assessed carriers for services rendered are subject to change by the O.D.T.

Applications for permission to establish joint information offices must be made on blanks to be provided by the Division of Motor Transport. Requests for such blanks should be sent to Mr. Rogers.

Deliveries Prior to Holidays

A general permit authorizing additional local delivery service by motor carriers before national holidays falling on Saturdays and Mondays was issued July 1 by O.D.T. The action allows carriers whose operations are restricted by General Order No. 6 to make 2 deliveries or one delivery and one call back on the Friday before a national holiday falling on Saturday or on the Saturday before a national holiday falling on Monday.

In the event an extra delivery or a call back is so made, the carrier may make no delivery on the holiday, other than certain special deliveries authorized by Order No. 6.

Civilian Truck Supply May End in 1 Yr.

The O.D.T. warns that the entire supply of all trucks destined for civilian use will be exhausted in 1 yr., if the present rate of allocation is maintained. It pointed out that only 78,000 light, medium and heavy trucks will be available for civilian operation, after deductions for quota-exempt agencies. Normally, 700,000 new trucks would be placed in civilian operation this year. Because of the small number of vehicles in the reserve pool, the O.D.T. has cut the allotments of

trucks over 2-ton capacity from 1,600 to 500 per month, beginning in July. The agency estimated that there were only 6,000 heavy trucks in the pool for civilian use and said that this supply would be exhausted in less than 4 mos. at the 1,600 a month rate of allocation.

The small number of new trucks available, stated O.D.T., would make it imperative that those trucks now in operation be made to last longer.

High Priority for Truck Parts

Further evidence that the Government is determined to keep trucks rolling for victory was the recent announcement of the War Production Board that it will give all truck replacement parts manufacturers an A-1-a priority on necessary materials. This priority applies to materials for all functional replacement parts, those without which a truck cannot operate. The parts without which a truck can operate—such as a fender, for instance—are non-functional and not covered by the A-1-a priority.

The high priority to be accorded truck parts is recognition that the A-2 priority assigned to parts for medium and heavy trucks is inadequate. Although there has been no shortage of parts, manufacturers were reporting increasing difficulty in procuring materials. There was even a possibility that functional replacement parts for light trucks and passenger cars would be brought under the A-1-a priority.

O.D.T. Limits to Be Adjusted

Joseph B. Eastman, Director of the Office of Defense Transportation, has written the Governors of the States with reference to State weight limitations on trucks in connection with efficient use of motor transportation in the war effort.

Because the States have "complied in good faith" with earlier requests of Federal War agencies with respect to size and weight limitations, O.D.T. truck conservation orders will be adjusted so as not to conflict with present State regulations, Mr. Eastman informed the Governors.

However, O.D.T. is planning a

study to determine to what extent State weight limitations on trucks are hampering efficient use of motor transport equipment, he said.

Mr. Eastman pointed out that as originally drawn the truck conservation orders (General Orders O.D.T. Nos. 3, 4, and 5) required trucks engaged in over-the-road service to be loaded, under certain conditions, to the safe carrying capacity of the tires.

Subsequently, at the suggestion of the Public Roads Administration, the capacity-load provision was changed so that no truck would be required to carry a greater load than that prescribed by the States as safe for bridges and other highway structures on its route.

It was believed at the time, Mr. Eastman said, that this would avoid any conflict with State weight limitations. It developed, however, Mr. Eastman added, that in some States and in the case of some trucks the loads required by O.D.T. truck orders were in excess of the minimum standards agreed upon by the Governors and the Federal war agencies.

Mr. Eastman pointed out that he had taken this matter up at the recent Governors' conference at Asheville, N. C., in the hope that the States where such a conflict still existed might be willing to make a further adjustment "so that the loads required by our orders could be transported through each and every State."

The fact that some States have been unwilling to make a further adjustment in their regulations for the present means that in such States trucks are required to haul lighter loads than they can carry without detriment to the tires, Mr. Eastman said.

O.D.T. will endeavor to collect data as to the "extent of such wasteful use" of equipment, Mr. Eastman said, in the hope that the matter again may be taken up with the Governors.

Port Battalions for Handling Army Loading

Activation of special military units known as Port Battalions to facilitate the loading and unloading of Army supplies primarily at ports outside the continental limits of the United States, has been announced by the War Dept.

Because of the increasing demand for trained personnel to handle these operations, the War Department authorized the recruiting of men for key positions in these units from the ranks of experienced stevedores. It is expected through this recruiting program to obtain the necessary men in the minimum time.

"The fullest cooperation has been received from all labor unions and civilian organizations concerned with this type of work in carrying out the Port Battalion program," a spokesman said.

The Port Battalions will be assigned to the Transportation Service, Services of Supply, for training. These battalions will be used overseas at ports where handling facilities are inadequate for speedy operations.—Manning.

Fleet Car Owners Must Apply for B or C Coupons

Owners of fleets of passenger automobiles, trucks, or motorcycles registering for gasoline rations under the new coupon plan must apply for fleet rations, O.P.A. officials stated July 14, following reports that some such owners had erroneously applied for and received basic A coupon books during registration recently. These should be surrendered. Any vehicle is considered to be part of a fleet, O.P.A. officials explained, if it is one of 4 or more vehicles of the same general type (passenger automobiles, motorcycles, trucks, buses, etc.) owned or leased by, and operated by, the same person and used principally in connection with the same occupation. Boards will issue fleet rations through B, or C books, or both. The size of the ration will depend on the allowed mileage and the type of occupational use.

For ordinary use, a fleet car is eligible for a B book, which as a fleet ration will provide a maximum of 470 miles a month. To be eligible for C books, fleet vehicles must show need in excess of 470 miles a month and also belong to the preferred mileage group of users.

75% Capacity Ruling on Trucks Canceled

O.D.T. announces that the provision of the original order requiring trucks to be loaded at least 75 per cent of capacity on return trips has been canceled. Similar provisions in general orders 4 and 5, governing operation of trucks by contract and private carriers in over-the-road services, also have been canceled.

Under General Order 3, as revised, all trucks affected by the order must carry a capacity load over a "considerable portion" of the trip out or the trip back. Trucks may be operated by common carriers with less than a capacity load or empty over a portion of the trip out or back only if, after exercising "due diligence" as defined by the order, the owner or driver is unable to comply with the requirements of the order.

The exercise of "due diligence" will include checking with joint in-

formation offices being established in various cities under General Order 3 or checking with other carriers individually, in the event there is no such service available, in an effort to obtain a load. If no load is obtainable, an effort must be made by the owner or his representative to lease the truck to another carrier capable of using it in a manner in accordance with the objectives of the order.

Truck and Car Seizure Object of Bill

A bill introduced by R. R. Reynolds (D., N. C.), chairman of the Senate military affairs committee, would requisition automobiles, trucks and other "transportation equipment and supplies" needed to conduct the war. The bill has administration support, it is claimed. Full requisitioning powers would be vested in President Roosevelt. Senator Reynolds stated that the bill was based on testimony by Joseph B. Eastman, and was designed to "conserve vehicles and other transportation equipment and supplies to insure their utilization for essential war purposes."

Such equipment and vehicles could be taken over and assigned to any Government agency requiring them for prosecution of the war. Owners would be entitled to immediate reimbursement, either in cash or war bonds, with those accepting the latter receiving a "certificate of priority" for first call on new equipment after the war.

70 Services Not Included in Price Ceiling

The Office of Price Administration has prepared a list of more than 70 services which are not affected by the general price ceiling order, and included several closely allied to the trucking and warehousing industry.

Among them: Rates charged by express companies and freight forwarders offering their services to the general public as common carriers; grain warehousing services performed for the United States or any agency thereof; fees and charges of traffic consultants; rates charged for transportation of commodities by persons offering their services to the general public as common carriers by rail, water, motor, pipeline or other means of conveyance (provided, however, that charges for storage and warehousing and all other services incident thereto by any person shall not be excluded from the General Maximum Price Regulation).—Manning.



LETTERS TO THE EDITOR

For obvious reasons, names of persons or their companies are not published unless permission is specifically given *DandW* for so doing. Such information is desirable in this department and so we ask contributors to please cooperate.

As to Priority, *DandW* Explains Everything

WHAT with priority and allocation headaches, it took me 2 weeks to read the June issue of *DandW*. Can you imagine my surprise to find, on the inside back cover of the magazine, sufficient facts simply stated for the complete explanation of a subject which had kept me awake nights and had given me one long headache during the day.

I immediately passed it on to the president, vice-president and other officers of the company for their edification. Smiles of happiness radiated from their faces. Gone was Mr. Gloom. Here were the facts. The problem was solved.

But alas and alack, I no longer have this masterpiece of simplification—I naturally cannot refuse the president of the company.

I am, therefore, interested in obtaining at least one other copy and more if possible.—Maurice Schaller, Transportation Mgr., H. K. Lorentzen, Inc., New York City.

Heavier Loading of Salt

IN reference to your article "Heavier Loading of Freight Cars" which appeared in the June issue, and in particular that section devoted to salt, the writer refers to a straight carload. Same can be loaded to the extent shown, if the orders so read. But the main trouble in our territory is that generally speaking, we do not have a straight carload of our container goods, and they are all shipped in miscellaneous packages covered by a tariff minimum weight of 45,000 lbs.

This company has for a long time voluntarily sought the cooperation of our customers with the view of getting heavier loading, and particularly is this a fact at this time. We have accomplished some good, as the mean average for 1941 of our shipments, based on a 45,000-lb. minimum, was 54,200 lbs., or 27.2. This compares very favorably with the general average obtained on all commodities throughout the United States.—V. Schaffenburg, traffic manager, Myles Salt Co., Ltd., New Orleans, La.

Warns Shippers to Get Ready for Full Visible Loading

I HAVE read with great interest the splendid article in your June issue entitled "Heavier Loading of Freight Cars." The results illustrated are typical of what can be done if shippers get on the job and "put their shoulders to the wheel." This is our fight—ours as well as the other fellow's—and the sooner each of us pitches in with our little bit, the sooner we will attain a victorious peace.

Although much effort has been exerted by the various Shippers Advisory Boards throughout the country in behalf of car conservation and heavier loading of freight cars, your article is appropriate. The time

is not far distant when Governmental authority will compel the loading of freight cars to full visible or weight carrying capacity.

I have been in contact with many traffic managers but, unfortunately, they do not appear to have much knowledge of how their products are loaded or stowed into freight cars. In some cases, the plant superintendent has jurisdiction over such matters. There does not appear to be an opportunity for the exchange of knowledge or ideas between the 2 departments so that a mutual accomplishment is lost or serious damage results if a car is loaded without proper study and investigation.

As pointed out in the article, it is much easier to talk about heavier loading than to accomplish it. Those fellows that sit back in their chairs and say "They can never successfully compel such action" are going to have a sad awakening one day when they are compelled to load a freight car to the roof or to the stenciled weight capacity. There will be a scramble to find out quickly how they can stow bags or pack containers up to 10 ft. in a box car; to find out how much weight pressure their paper bags or containers can stand while in transit or to find out what method of loading is best suited to their product under new conditions.

I do not mean to be critical or belligerent because the fact is that many traffic managers have been studying this subject of loading for years from the claim prevention angle. These traffic managers have not been wasting their time on an academic subject. When the Governmental agencies asked them to help conserve freight cars by heavier loading, they knew what to do and how to do it.

Your article should provoke serious thought in many minds because it is obviously written by one with practical experience in many phases of traffic management. The sooner traffic managers show their value to business executives by accomplishments, the sooner they will secure the recognition they seek. Now is the time and I hope *DandW* can find space for more of such practical transportation information.—Charles D. Gates.

Who Absorbs Increase in Freight Rates?

Who must absorb an increase in freight or transportation rates? This question has been asked as a result of the setting of price ceilings regulations. The answer is as follows:

If a seller sold f.o.b. to a purchaser of a particular class during the base period, he need not absorb any increase in freight costs as to that class of buyer. If the seller sold on a delivered basis—that is, his price was a definite price delivered to buyers in different localities (that is, to buyers of different classes)—the increased freight must be absorbed by the seller. If a seller sold on a basis whereby he delivered but he billed the transportation charges separately, the increase in freight can be passed on to the buyer (unless, of course, during March he followed the practice of deducting shipping costs from the cost of the commodity).

Should I.C.C. Regulate Air Cargo Service?

I HAVE read with interest Professor John H. Frederick's letter of May 20, 1942, in the May 23 issue of *Traffic World* and also his article in *DandW* for June.

Professor Frederick would like to see air transportation regulated by some agency other than the Interstate Commerce Commission, because of the fact that the Commission is made up of "ground-bound minds." This, of course, is ignoring the fact that transportation is transportation, regardless of the medium through which it takes place—on the ground, the seas or the air. In either case, rates and services bear a relationship to each other.

On the one hand, Professor Frederick would have air transportation regulated but on the other hand "there might even be bargain rates for special periods during a day or for days in the week when ordinary traffic did not offer itself in sufficient volume." This recalls to mind the motor carrier industry before its regulated days where fixed rates might be quoted between 2 points but on the way back the carrier would accept freight at any rate in order to get a return haul. "Air cargo rates should, above all, be kept flexible so that they may be made to suit needs of particular types of shipment and the contingencies that may arise in developing traffic."

Without doubt, once the war is over there will be unleashed an avalanche of carrier type planes which will have no further use as war planes. It will make air cargo transportation a field which will have no boundaries as to distance and will bring the world so much closer together—but it should not mean that this new baby, because it is the youngest, should work hardships upon other modes of transportation but to be used in connection with these.

There are several drawbacks, however, to an overnight development of air cargo transportation. Some of these are: (1) Availability of airports in relationship to population in industrial centers. (2) Length of runways. (3) Availability of air space over airports.

It has been suggested that these planes will take from 10 to 20 tons per load. Such planes will need a long well-built runway despite increases in horsepower of engines. Commercial airports servicing the existing commercial passenger traffic were beginning to be overtaxed at the time we entered the war, therefore, after the war, with the impetus to passenger travel by air, present airports will not be able to handle this traffic, and will not be able to handle any additional business in the form of air cargo transportation.

This means that airports will need be developed further away from industrial areas with also the development of secondary airports for emergency landings.

Going back to the use of airports by passenger planes; by air cargo planes, there is just so much air space available over a particular airport at one particular time. A control tower can handle so many units and no more. This is another factor which would tend to retard the development of air cargo transportation until there are enough airports available to handle this additional business.

In my opinion, air cargo rates should be based on a relationship to first class rail rates. Should air cargo transportation be allowed to expand without control, the general transportation picture will surely be a chaotic one. It seems to me that we are past that stage. Therefore, I'm in agreement with the editor of *Traffic World* in that all agencies of transportation should be regulated by one agency which is subdivided so that each form of transportation is represented in that agency by trained, competent men, each knowing the conditions existing in his field.—Milton Goldstein, traffic manager, Serutan Company, Jersey City, N. J.

Editor's Note—The following is Professor Frederick's comments on Mr. Goldstein's letter:

"I am very glad to have the opportunity of commenting upon Mr. Milton Goldstein's letter, as the points he mentions make it evident why air transportation should continue to be regulated, perhaps even more strictly than at present. They also strengthen my conviction that this regulation should be carried out in a different manner than has heretofore been applied to other means of transportation; and by an organization specializing in such regulations. This is due to the specialized problems which might be presented and the need to prevent this new industry from suffering the handicaps which it might otherwise be subject to.

"However, Mr. Goldstein misunderstands my article in your June issue of *DandW* if he feels that I advocate the particular situations to which he refers. In that article I merely stated some of the problems of air cargo development without advocating any particular solution; except that the rate structure for air cargo transportation should be kept much more simple and flexible than the structure which has developed in other fields of transportation and which has grown upon us until it is now very complicated and unwieldy.

"I agree with Mr. Goldstein's summary of the drawbacks to every rapid development of air cargo transportation, which, of course, tend to discount some of the optimistic predictions concerning this means of transportation in the near future. These are, however, possible of solution.

"We must bear in mind, I think, that none of the agencies of transportation—rail, water, motor and air—will ever again occupy the exact place in the transportation picture that they did before the war. Each will have a part in the new situation which, as time goes on, will be more and more dominated by the carriage of goods and persons by air."

Simple Method for Figuring the 6% Rail Increase

I THOUGHT perhaps you would like to know what results were obtained through your announcement in the May issue of my simplified formula for figuring the 6 per cent rail increase. Requests for about 2 or 3 weeks came in at a very high rate each day and were
(Continued on page 48)

EFFECTIVE MARCH 18, 1942

Simplified method of determining 6 per cent increase in freight rates in Ex Parte 148. Fractions of less than one cent dropped, over half cent increased to one cent.

Rate in Cents		INCREASE IN CENTS					
		0	\$1.00	\$2.00	\$3.00	\$4.00	\$5.00
Over	To						
.08	.24	1	7	13	19	25	31
.24	.41	2	8	14	20	26	32
.41	.58	3	9	15	21	27	33
.58	.74	4	10	16	22	28	34
.74	.91	5	11	17	23	29	35
.91	1.00	6	12	18	24	30	36

FORMULA: If rate less than One Dollar, increase will be that shown in Column 0, if rate over One Dollar, increase will be that shown in column thereunder opposite the added cents shown in scale at left.

This specific formula developed and prepared by:
H. DEANE MORROW, Traffic Manager
Hillyard Sales Company
St. Joseph, Mo.

WATERWAYS AND TERMINALS

Wants Congress to Protect Water Traffic from Rails

The National Rivers and Harbors Congress, meeting in Chicago the latter part of May, took a strong stand in favor of continued development of waterways and the maximum use of water transportation as a means of solving transportation problems arising in connection with the war program.

A resolution urging that officials charged with the several phases of our all-out war effort give unbiased and impartial consideration to water development, pointed out that never before has the Nation entered upon a serious emergency with our inland waterway system so highly developed and prepared to meet every demand made upon it.

A demand for Congressional legislation "to prevent water traffic from being driven off the waterways" was made by S. B. Bradley, traffic and admiralty counselor, Chicago, representing the Illinois River Carriers' Assn. He called attention to railroad practices of "reducing rates on traffic which is competitive with inland waterways to the point where water carriers are compelled either to withdraw from participation in the traffic or reduce their rates to unreasonable levels." This practice, he declared, constitutes a challenge to wider utilization of water resources.

"Under the Interstate Commerce Act," said Bradley, "it is unlawful for railroads (and certain other carriers) to charge less for a longer than for a shorter haul without special permission. Now, here is the insidious situation.

"The railroads have invoked a tidal wave of applications for permission to charge lower rates between places located on inland waterways to divert traffic from the water carriers. New ones are filed every day of the year, alleging that the rate reductions are necessary to meet water competition. But they are designed in many instances to eliminate the water carrier regardless of the effect on the rail revenue.

"Often the competitive water rates alleged in these applications are incorrect and railroads are not required to give notice to the water carrier whose rates are so set forth. Sometimes the water carrier never knows of the application until rail rates lower than his own have been permitted. And the railroads go on charging much higher rates at less fortunate inland cities.

"I have seen instances where the proposed rail rate would capture the traffic of one company from a water carrier, but even with such capture the railroad's revenues would be greatly reduced because the rate would also apply to other receivers at such city. Old Aesop called this turn with his fable of the dog who saw his shadow and dropped the real bone to grasp its reflection."

Bradley referred to a letter sent by Director Joseph B. Eastman of the O.D.T. to the Assn. of American Railroads, in which he quoted Eastman as saying that there is a legitimate place in our wartime economy for certain types of competitive effort but that "any type which would result in hindering or impeding the war effort by eliminating or unduly injuring any part of our existing transportation facilities is not among them."

"Mr. Eastman urged," said Bradley, "that former rates, existing before the subnormal rates were estab-

lished, be restored. But no action has been taken by the railroads to bring about this needed change."

"It is up to us to see that the rivers are not swept clear of traffic," Bradley concluded. "This National Rivers and Harbors Congress must not only continue to help the development of waterways, but must go to our Federal Congress to secure specific legislation to prevent the railroads by their rate practices from completely invalidating the good work that has been done."

For a broad viewpoint of the resolutions presented and acted on favorably, see page 22 of the June issue of *DandW*. Only one clause in the resolutions committee report met opposition. As presented by W. O. Martin, St. Martinsville, La., committee chairman, this read as follows:

"This Congress expressly disapproves the so-called St. Lawrence seaway and power project in its present form."

F. X. Martell, president of the Detroit and Wayne County Federation of Labor, demanded separate action on this subject. Raising a point of order, he brought out that this clause had not first been submitted to the project committee, before going to the resolutions committee, as required by the organization's rules of order.

F. R. Reid, Aurora, Ill., the presiding officer, sustained this contention. Demand from the floor for an appeal from Reid's ruling brought a standing vote of 39 in opposition to his ruling and 28 favoring it. Reid then ruled that a 2/3 majority was necessary to overrule him and the near-riot which followed was terminated when Reid hastily gavelled the adjournment of the convention.—*Slawson*.

Talmadge to Reorganize Merchant Shipping

Looked upon as the country's No. 1 transportation trouble shooter, George A. Talmadge, Jr., has been given the job of reorganizing vessel use and the allocation procedure of the War Shipping Administration. Officially, Mr. Talmadge becomes special adviser to Lewis Douglas, newly appointed deputy war shipping administrator in charge of vessel operations. He will attempt getting the Federally controlled merchant marine operating on a war time basis and will work out a system for actual as well as theoretical United Nations vessel pooling. In other words, he is to get the most use of the vessels of the United States as well as those of the Latin American nations and the British when pooled with American ships.

Mr. Douglas, it is reported in the *Chicago Journal of Commerce*, will see that the Talmadge ideas are placed in operation and enforced as to all Federal agencies.

Mr. Talmadge, formerly an executive of the Baltimore Mail Steamship Co., has been serving as a director of the Bureau of Water Carriers, I.E.C., and was loaned to the Lend-Lease Administration to coordinate the highly confused shipping situation as to commodities purchased and exported under that program.

One of the first moves Mr. Talmadge plans is the establishment of a special vessel conservation agency. This will be a group whose task will be to devise the most efficient methods of ship handling, space utilization, loading and spotting. It is his belief that the

equivalent of scores of additional ships can be provided in this way. Another plan will be to "do a planning job" on the allotment of ships in the joint United Nations pool. A 3rd plan will be to operate within the War Shipping Administration, among other things, as the counterpart, as to vessel operations, the block number and permit system that was devised by W. J. Williamson for the War Dept. on domestic traffic.

Admiral Emory S. Land, War Shipping Administrator, announced June 4 the appointment of three Assistant Deputy Administrators under Lewis W. Douglas, recently named Deputy Administrator.

John E. Cushing was named Assistant Deputy Administrator for Ship Operations; D. F. Houlihan, Assistant Deputy Administrator for Fiscal Affairs, and Franz Schneider, Assistant Deputy Administrator for Ship Control.

Mr. Cushing, who has been Pacific Coast Director for the War Shipping Administration since its creation in February, will be in charge of ship operations of the Administration and will perform duties formerly carried out by H. Harris Robson, who resigned as Director General of Shipping because of ill health. Mr. Cushing, a resident of San Francisco, is president of the American-Hawaiian Steamship Company and is on leave of absence from that position.

Mr. Houlihan has been Director of Fiscal Affairs for the War Shipping Administration. His new appointment involves increased responsibility regarding the Administration's financial affairs. Mr. Houlihan is on leave of absence as a member of the public accounting firm of Price, Waterhouse and Co., and in 1937-8 served as Director of Finance with the United States Maritime Commission.

Mr. Schneider will have charge of the determination of the requirements for ships, the planning of their use, and their allocation to trades and services. Mr. Schneider performed somewhat similar duties during the last war when as Major, General Staff Corps, he prepared the weekly and monthly reports on tonnage for the expeditionary forces. Mr. Schneider, a graduate of the Massachusetts Institute of Technology, is on leave from the Newmont Mining Corp., of which he is vice-president.

48-Hr. Prepay Rule on Alaskan Shipments

The Alaska Steamship Co., Northland Transportation Co. and Alaska Transportation Co., operating ships for the account of the War Shipping Administration, have announced an immediate requirement of prepaid charges on all shipments to or from outport and industry docks in Alaska. Payments of these charges, according to *Trading Lanes*, must be made within 48 hrs. after receipt of the freight bills, which will be mailed shippers immediately after departure of the steamers from Seattle Northbound or arrival at Seattle Southbound.

Rail and motor carriers at other points than Seattle are warned to determine whether a shipment must be prepaid from Seattle to Alaska before accepting for carriage by motor freight or rail.

The following information was released by the Alaska lines as governing:

Southeastern ports: Freight shipments may be accepted for the following ports "Freight Collect": Ketchikan, Wrangell, Petersburg, Juneau, Haines (Chilkoot Barracks), Skagway and Sitka.

White Pass Stations: Freight shipments may be accepted for the following ports "Freight Collect": Whitehorse, Carcross, Dawson, Eagle, Circle, Mayo, Atlin and Engineer Mine. Shipments for Ft. Yukon, Beaver, Stevens Village, Rampart, Coal Creek and intermediate points must be prepaid. (Exception: Northern Commercial Co.)

Southwestern ports: "Freight Collect" to Cordova, Valdez, Seward and Kodiak.

Alaska Railroad stations: "Freight Collect" to Anchorage, Broad Pass, Circle, Curry, Fairbanks, Eagle, Healy, Holy Cross, Matanuska, Nannana, Palmer, Portage Jet., Tunnel and Wasilla; also shipments for W. E. Dunkle and Golden Zone Mine, Colorado;

Healy River Coal Corp., Suntrana, and Northern Commercial Co. (any point).

Alaska Peninsula ports: All freight must be "prepaid," including the following ports: Unalaska, Kanatak, Chignik, Perryville, Unga, San Point, Belkofski, Akutan, False Pass, Kupreanof, King Cove and Squaw Harbor (Shumagin).

Bristol Bay ports: All freight shipments must be "Prepaid," including the following ports: Ugashik, Egegik, Naknek, Nushagak, Kanakanak, Dillingham, Snag Point, Goodnews Bay and Platinum.

Bering Sea and Arctic ports: All freight shipments must be prepaid.

Outports: Shipments destined to outports and cannery or saltery ports such as Craig, Klawock, Hydaburg, etc., must be "Prepaid."

Order bills of lading: May be issued for all "Collect" agency ports or stations, except Haines (Chilkoot Barracks), Eagle and Circle; may also be issued for Nome proper. Will not be issued for livestock or perishable goods anywhere.

Bills of lading: All freight moves on Alaska Steamship Co. ladings (4 copies), except freight via Skagway, which moves on White Pass & Yukon Route ladings (6 copies).

Export Declarations Form 7525 or 7525-H: Must a company all shipments to Alaska (except on Government bills of lading from U. S. Quartermaster Depot). When value of shipment is \$100 or more, the declaration must be notarized. All export declarations must show gross weight, total number of packages, total value and "Commodity Code No. . . . Schedule H." Shipments destined to Canada or which pass through Canada must be accompanied by Shipper's Export Declarations in quadruplicate and 2 copies of certified invoices, except that value of shipment can be shown on bills of lading when destined to Eagle, Alaska, or points North (beyond Eagle) in lieu of invoices.

General: All shipments of livestock, household goods, personal effects or goods of doubtful value must be prepaid.

Wharfingers, After Year's Study, Held Under U.S.M.C.

The I.C.C., after a year's investigation of the wharfinger industry, has concluded that operators of terminals, wharves, docks and other facilities at ports are not common or contract carriers and, therefore, not subject to regulatory control by the I.C.C. The latter found that the Maritime Commission retains limited jurisdiction over the operators of these facilities and ruled that water carriers must set forth in their tariffs all charges for wharfinger services wherever such facilities are a part of the transportation of goods coming under I.C.C. control.

Limestone an Important Cargo on Great Lakes

Lake carriers are looking forward to a banner year in the handling of limestone, expecting shipments to reach 19,000,000 tons, making the stone rank next in importance to iron ore and coal.

Formerly limestone was destined principally for road building, but the war program has changed all this, so that today the most important uses are as fluxing agent in the giant blast furnaces and as a raw material in the chemical industry. Of the limestone, 56 per cent goes to the blast furnaces, 24 per cent to the chemical industry, 12½ per cent for highway and building materials.—Cleveland.

I.C.C. Water Carrier Bureau to Regulate Forwarding

The Bureau of Water Carriers of the Interstate Commerce Commission has been given the administration of all operating permit provisions of the new Part IV of the Interstate Commerce Act which extends Federal regulatory control to the freight forwarding industry. The I.C.C. announced the expansion of the bureau and its redesignation as the Bureau of Water Carriers and Freight Forwarders. John Girault will act as director of the bureau.

All forwarders must file applications for permits. There is no grandfather date on regular operations, hence the I.C.C. must pass on the merits of all applicants. Forwarders in operation on the date the new law was enacted are permitted to continue operations for 120 days, or until the I.C.C. acts on their applications.

(Continued on page 54)

Motor TRANSPORTATION

Trucks Carry High Percentage of War Goods

In its opposition to the proposed order of the War Dept. to limit the haul of motor freight trucks to 300 miles, the trucking industry through its representatives at Washington stated at hearings that such a limitation would retard rather than accelerate the movement of war materials essential in an all-out war effort. Testimony presented was most effective in showing this to be true, particularly the data indicating the preponderance of freight hauled to be all or partly military in character.

D. B. Smith, general manager of the Michigan Trucking Assn., representing carriers of Illinois, Michigan, Indiana, Wisconsin and Ohio, presented facts and figures which showed that 50 reporting carriers had hauled mostly war and defense materials from May 3 to 9, 1942. This data indicated that in about 11,000 loads, 85.4 per cent were all or part military or defense and 14.6 per cent commercial freight.

D. L. Sutherland, of New York City, reporting for the New England States, New York, Pennsylvania, New Jersey, Maryland, Delaware, District of Columbia and West Virginia, showed that 36 carriers in his district hauled 92.1 per cent all or part war or defense materials and only 7.9 per cent commercial freight.

H. D. Horton, president of Horton Truck Lines, reported for 9 Southern States and showed 65.5 per cent all or part war materials and 34.5 per cent commercial freight for 48 carriers.

C. G. Anthony, representing 11 Western States, reported 74.6 per cent all or part war materials and 25.4 per cent commercial freight hauled by 57 representative motor freight carriers.

From the States of Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota and Wisconsin, the report indicated 63.9 per cent all or part war and defense materials and 36.1 per cent commercial freight hauled by 20 carriers.

The average for these 227 carriers was 74.7 per cent on all or part military and defense loads, as compared with 25.3 per cent for commercial freight.

It was also disclosed that distances between principal areas in



the West are great. Some of the traffic is over long distances and heavily dependent on trucks. There is no network of rail lines there comparable to the central and Eastern States and many of the rail lines are single track.

A further reason for the need of trucks in the war effort was the difference in time between truck and rail movements between the same cities. The average time of movement between New York and Atlanta, Ga., by truck, for example, is 2 days. When the railroads were under no congestion or overload, the best time they could make on the same run was 4 days. The rail service these days is even much slower.

54,000 Communities Depend on Trucks

More than 54,000 communities in the country, as compared with 48,000 ten years ago, depend entirely upon motor transport, according to figures compiled by the Motor Truck Committee of the Au-

tomobile Manufacturers Assn. In its 1942 "Motor Truck Facts," the group also reveals the importance of truck transportation to war plants. For example, included in the information is the fact that of 741 war factories in Michigan, the average plant utilizes truck transportation to the extent of 65 per cent of incoming freight, and 59 per cent of outgoing freight.

Railway Express Canvasses Horse-Drawn Equipment

The Railway Express Agency, which operates some 15,000 motor trucks, is making a nationwide canvass to ascertain the availability of horses and wagons for its service. During the first World War the company owned about 15,000 wagons and 20,000 horses. The present canvass reveals that of its former fleet the company has only 6 wagons and 3 coaches, reserved as museum pieces. Availability of the supply of horses, harness and wagons is now naturally limited, manufacturers of harness having turned to other fields, as an example. So far the company has been able to find only 3 manufacturers in the entire country capable of making horse collars and in many places the possibilities of having the horses shod is problematical. It is stated that only one horse shoer remains on Manhattan Island, New York City.

In order to prolong the usefulness of its vehicles the company is even withdrawing from the scrap heap electric of the first war vintage in order to make available their few remaining miles.

Mixed Shipments on a Single Rate Basis

In a decision of more than average significance to California truckers, the State Railroad Commission has authorized the Best Transportation Co. of Vernon, Cal., to deviate from established minimum rates by assessing charges for mixed shipments on a single-rate basis according to the quantity of property handled and the distance it is transported without regard to classification and transportation characteristics.

In view of the fact that single-rate petitions previously submitted to the C.R.C. have, on the whole, met with rejections, the Commission's approval of the Best

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company's application is regarded as precedent-making and as the forerunner of many similar requests.

In the present case, the Best Transportation Co., a radial highway common carrier, sought authority to deviate from the established minimum rates in connection with the transportation of butter, eggs, cheese, dressed poultry, frozen fish, berries and meats, and fresh fruits and vegetables for the U. S. Government from Vernon to Army camps not more than 270 miles distant from Vernon. (Vernon is an incorporated manufacturing town of 1,500 population adjoining Los Angeles on the southeast border).

In addition to requesting authority to assess charges on the basis of rates varying according to quantity of property handled and distance carried—which proposed to make weight and distance the only governing factors—the applicant also sought to use the same rates for all commodities involved.

The petitioner submitted a statement to the C.R.C. showing that the proposed rates are generally the same, or somewhat higher, than the prescribed minimum rates. It was also represented that

all the traffic in volume would originate at the Army Quartermaster Center in Vernon and that this concentration of operations would facilitate the handling of traffic and result in economies of operation. The company declared that only mixed shipments of the various commodities would be transported and that classifying and rating the shipments would entail considerable delay and involve extra work for both the quartermaster center and the applicant. The company requested that, in view of circumstances involved, the proposed rates be made compensatory.

In its decision (D-35540, dated, July 2), the C.R.C. stated the record leaves no doubt that the proposed rates would, in the aggregate, produce revenue sufficient for compensating operations there-

under and that, under the circumstances, the proposed deviation from established minimum rates is justified. Since conditions under which the transportation service is to be rendered may change at any time, the authority was limited to one year, expiring June 30, 1943.

The order authorized the petitioner to transport the mixed items cited above from the U. S. Army Quartermaster Center in Vernon under government bills of lading at rates less than those established as minimum in C.R.C. Decision 31606 and 33977 of previous issue, but not less than the rates set forth in the table below.

One of the primary advantages of the decision to the trucking industry, it was pointed out, is the substantial reduction in office detail made possible by the elimina-



Scrap Metals—Tools, old stoves, pipe, tire chains, hardware, metal beds, pots and pans, hangers, batteries, and other articles.



Needed for—Shells, guns, planes, battleships, tanks, armored cars, ambulances, submarines.

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By participating in the salvage program, by recommending to customers who are moving, ways and means of salvaging discarded material.

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Write us for specifications on your requirement.

"Keep 'em Rolling" is the nation's plea to truck operators. To keep 'em rolling — longer can be one of your most patriotic contributions to the war effort. This company is supporting to the fullest "The U. S. Truck Conservation Corps" as promoted by ODT. If your van units need repair or rebuilding, write us for suggestions on how these worn bodies may be rehabilitated . . . to last "for the duration."

THE GERSTENSLAGER CO.
EST. 1860. WOOSTER, OHIO

RATES IN CENTS PER HUNDRED POUNDS

(*) Miles	But Not Over	Any Quantity	2000	4000	10,000	18,000	24,000
Over 0	15	50	37	29	22½	17½	10
15	35	54	43	33	27½	22½	17½
35	70	61	54	40	33	25	17½
70	120	70		47½	37½	30	25
120	180	85		58	43	35	30
180	260	92		64	50	40	35
260	270	100		70	56	47½	40

(*) Constructive highway distances prescribed by Decision 31605, as amended, in Cases 4088-N, 4145 and 4246).

tion of classifying and rating which, in view of the growing shortage of personnel in those categories, is regarded of more than normal importance. Some industry leaders view the authority to blanket merchandise under one rate to save time and labor as a possible preliminary step to ultimate authorization for lumping under a single-rate all items destined for one consignee.—Herr.

Baltimore Truck Clearing House

Baltimore will soon have a clearing house where truck drivers, common, contracts and private, may go to secure data on return loads and other information needed under the recent O.D.T. ruling. A trucker need not belong to any particular organization to obtain this service.—Ignace.

Tubeless Truck Tire

B. F. Goodrich Co., Akron, has developed a tubeless pneumatic tire for heavy vehicle use, a goal of tire engineers for a long time. The new invention is featured by a specially-designed locking member which retains the air in the casing, thus saving the rubber of an inner tube. The minimum saving of the rubber content of the conventional casing, tube and flap ensemble is 7 per cent, but the greater savings are possible in larger sizes of tires.

The new device, according to John L. Collyer, president of Goodrich, can be mounted in a tire with ease in a procedure which is simple to learn and requires no special tools.

In the event the tire is cut or otherwise becomes deflated, valuable time can be saved in repairs as there is no inner tube to be patched or replaced.

Price Control and Freight Rates

(Concluded from page 11)

it is not unreasonable to expect that relief may be obtained. In other words, higher transportation costs created by necessary changes in shipping of goods can be brought to the attention of O.P.A. with chances of having the maximum price order satisfactorily adjusted to meet a particular condition. One should not jump to conclusions in either direction—one should first compile all of the facts bearing on those transportation costs which must be considered along with the other factors, before relief can be requested in a specific situation.

Very few, if any, manufacturers would deliberately attempt to evade the price control legislation, but it is quite possible to unintentionally

violate the terms of the measure. On this latter point, O.P.A. has stated:—"Ignorance—professed or actual—of the provisions in the price schedules under which the trades operate never has been a legitimate excuse for evasion." This clearly means that a lot of trouble may never arise if, when a manufacturer is in doubt concerning a given question, he consults O.P.A. But, it should be noted that O.P.A. insists that any requests for information, or for interpretations, must be based on real—not problematical—conditions.

To sum up: The price control regulation (general freeze order) hits every manufacturer, as well as every individual, throughout the Nation. Right down the middle of the problem arising out of this regulation runs the question of determining transportation charges and freight costs in price schedules. Numerous pitfalls, with loss of money, lie in wait for any manufacturer who fails to take into consideration the costs of transportation as related to the price control situation. On the other hand, there are legal and ethical opportunities for making savings in freight costs on the part of the manufacturer who does not ignore this provision. As time goes on and the manufacturer realizes the full import of the price control measure, in relation to transportation costs, heavier burdens will be placed on the traffic department in the form of demands for freight rate comparisons and equalization schedules. And—we venture to predict—in the case of the manufacturer who now uses the loose term "F.O.B."—when he means "F.O.B. Mill"—will learn to use the specific term "F.O.B. Mill" or "F.O.B. Destination" as the particular circumstance requires.

No Tires When Abuse Occurs

Steps to save rubber now being wasted by ignorance of tire care and by deliberate abuse and neglect are being taken by the Office of Price Administration.

Inspectors who examine tires as a part of the procedure followed by applicants for rationing certificates have been given a set of instructions to help them in determining when a tire is repairable and recappable and when it has been neglected or abused.

This action is intended to give force to a provision in the tire rationing regulations that permits local War Price and Rationing Boards to refuse tires to any who have abused those they already have or who have driven them beyond the point where recapping is practical.

Spot checks by tire experts have shown that overloading, underinflating, bad braking or poor wheel alignment has made scrap rubber of many a tire that, except for these abuses, could have been rescued for further useful life by application of only a fraction of its weight in recapping material.

It is this waste that O.P.A. wants to stop. The tire failures resulting from such abuses are the kind the inspectors have been told to be on the look-out for.

Local boards, in their discretion, may refuse to grant certificates to applicants when the inspector's report shows:

1. The tires to be replaced have been run beyond the point where they can be repaired or recapped. (Specifications have been drafted to determine what that point is.)
2. Tread plies have become separated due to overloading, neglect in keeping tires properly inflated, or operation at high speeds.
3. The casing has been damaged by running flat.
4. Dual tires have been improperly matched.
5. Wheels are out of alignment.
6. The tire has been damaged by uneven braking.
7. Spotty wear indicating that the tire has been run on a bent rim.

It is recognized that the above standards are not absolute and that there may be mitigating circumstances. When tires have been damaged by faulty wheel alignment, for instance, or by uneven braking or mounting on a bent rim, the local board may withhold action under the abuse standards if the operator of the vehicle on which the tires are mounted can show that he has corrected the condition or has taken steps to get it corrected.

Specific directions as to when a tire should be removed for recapping have been put into the hands of the tire inspectors by the O.P.A. The most economical point for recapping either a passenger car or truck tire, according to the O.P.A. instructions, is when the casing is worn smooth approximately $\frac{3}{4}$ of the total width of the tread and not beyond the point where there still remains an $\frac{1}{8}$ of an inch of tread rubber above the "breaker strip," or outside ply of cord. However, tires showing considerably more wear than this, and even those that have minor carcass damage, are considered economically recappable, although not so serviceable as those that are removed in time.

A damaged tire is recappable, according to O.P.A. instructions to inspectors, when it does not require more than 2 sectional repairs of breaks or cuts. When the lesions are more than 3 in. long, however, or are below the point where the sidewall of the tire contacts the top of the rim flange, the casing cannot be recapped satisfactorily.

This applies to truck as well as to passenger car tires.

Truck tires, because of their heavier fabric construction, may be worn somewhat farther than passenger car casings and still be fit for recapping. The ultimate wear for a passenger car tire is through one body ply of cord fabric, while truck tires that are worn through 2 plies may be recapped.

Besides wear beyond the ultimate points designated, and cuts and breaks more extensive than those described as repairable in the instructions, there are 4 other kinds of damage that make tires unfit for recapping: (1) Ply separation; (2) broken or exposed bead wires; (3) failure at the bead reinforcement; (4) separation of cord in inside ply.

Inspectors are required to report cases of abuse to the local board. When they find definite evidence of abuse, they are to note it on the inspection form, which they will mail to the local board having jurisdiction over the area in which the vehicle whose tires are being inspected is normally garaged.

Denial of tires on evidence of abuse is not mandatory. The regulations give a certain amount of latitude to the local boards, which can weigh the matter with regard to the loss which the community might suffer if the applicant were not able to get tires. "Where the community would suffer no serious loss if the applicant were denied tires," the regulation says, "because other persons can provide the same service, or for other reasons, the Board may refuse to grant tires" to replace casings damaged by abuse.

It is the hope of the Office of Price Administration that no eligible will have to be deprived of tires on the grounds of abuse. It points out that its purpose is to save rubber and not to stop transportation provided for in the eligibility list. Tire rationing authorities believe that the existence of the abuse standards and the instructions to the inspectors will go a long way to wipe out carelessness and neglect. But O.P.A. is prepared to act where warning alone is not enough.

Sagebrush Used for Rubber

Sagebrush, long regarded as a nuisance weed on the coastal mountains and deserts of Southern California, entered prominently into the tire picture early in July when Frederick W. Reed, Los Angeles inventor and former film producer, stated the plant is capable of yielding sufficient economically produced rubber to keep the nation's trucks and cars roll-

ing for the duration of the war.

Reed claimed to have produced raw rubber from sagebrush gathered in the mountains a few miles North of his home in Hollywood. He stated he has for several weeks been driving his sedan on tires recapped with rubber made from sagebrush.

According to Reed, 20 lbs. of sagebrush can be made to yield 10 lbs. of raw rubber in 3 days at a cost of less than 6 cents per pound. In the production process, the foliage and stalks are put through a grinder. Reed has been using an old meat grinder for the small amounts he has been making. After the mash has been placed in a vat, a chemical solution is added. The inventor declined to disclose the composition of the formula other than that it contains 5 ingredients and cost 10 cents a gallon to produce. After 3 days in the vat, the raw rubber, according to Reed, can be skimmed off.

The Hollywood inventor claimed he has known of the process since 1902 but has never attempted to use it commercially. He stated that in 1902 he made 4 tires from sagebrush rubber and used them on his car for 8 yrs.—Herr.

Time Limit on

L. A. Trucking Orders

In consequence of regulations adopted by truck transportation lines in the Los Angeles area covering pickup and delivery of freight shipments, the Los Angeles Warehousemen's Assn. has issued a time-limit schedule for the receipt of orders for shipments of freight to points beyond Los Angeles, as follows:

Orders from shipment by common carrier, for service the same day, will not be received by warehouse operators after 1:30 p.m. Orders received at a later hour will be serviced the following day.—Herr.

Algiers Buys Kirk

George F. Alger Co., Detroit motor trucking firm, has purchased all assets, liabilities and operating rights of Kirk Transportation Co., Chicago, and will use the latter's terminal at 2256 South Lumber st., as its Chicago branch. George F. Alger, who has been in the business 25 yrs., continues as president in the reorganization setup. A. C. Scott, formerly with the Kirk Co., is executive vice-president and general manager; J. J. Breen, assistant manager and secretary; and L. Paul Loreto, director of traffic. C. H. Berns will continue as manager of the Chicago branch.—Slawson.

Wood Tires on News Trucks

Twin Cities Newspaper Service trucks in Minneapolis are now equipped with new-style wooden tires. The trucks can be driven no faster than 15 m.p.h. Multiple deliveries are permitted. The tires are composed of 36 wooden blocks bolted together and held in place by an iron band.

Joseph E. Seagram & Sons, Inc., Louisville, Ky., has a new process for making synthetic rubber out of grain. The process produces about 8 lbs. of rubber per bushel, compared with 6 by other methods, it is stated. The cost has been reduced below 20 cents a pound for the finished rubber and probably will go to 15 cents, it is claimed. The Seagram process converts grain into 2:3 butylene glycol from which butadiene, the basic material in synthetic rubber production is made. A plant for the processing of 55,000 bu. of grain per day is in the blueprint stage.

Registration Not Necessary

VARIOUS higher courts recently have held that a foreign business corporation need not procure a certificate of authority to do business in a State if its entire business operations in the State are within the protection of the commerce clause of the Federal constitution. This law was upheld by the higher court in *United Company v. Dept. of Labor and Industry*, 25 A (2d) 171, Pennsylvania.

The facts of this case are that certain Pennsylvania officials attempted to compel a corporation to register in the office of the Secretary of the Commonwealth as a prerequisite to obtaining exemption from the duty to insure its employees under Workmen's Compensation Laws. This court held:

"The company is not obliged to register in Pennsylvania. It is a corporation engaged exclusively in foreign commerce, with its principal office in Boston, and it requires no authority from this State to carry on its business."

Another important point of law established by this court is: The fact that an employee working within the State of Pennsylvania is engaged in interstate or foreign commerce does not necessarily take him outside the range of the Workmen's Compensation Act. In other words, in the absence of Federal legislation on the subject a State may, without violating the commerce clause of the Federal constitution, Art. 1, 8, cl. 3, enact valid laws concerning relative rights and duties of employers and employees while within its borders, although engaged in interstate commerce. See *Valley Steamship Co. v. Wattawa*, 244 U. S. 202.

Women Drivers to Fill the Gap

Before the year is out there will be thousands of women behind the wheels of the Nation's motor transport vehicles, is the opinion of W. F. Brown, safety engineer of Consolidated Edison Co., New York City. Speaking on "Personnel Problems in Fleet Operations" at the Midwest Safety Conference in Chicago, May 7, he claimed that there are dozens of jobs that women can do as well as men, such as office supervisors, dispatchers, platform checkers, light mechanical work and even operators of light weight vehicles. He also predicted that men, previously rejected as over age will soon be behind the wheel. In long haul operations, he said, it may be necessary to set a top age limit of 50 to 55 yrs. for the driver, but that this will not apply to local or short run operations. Another source of driver prospects, he stated, would be the salesman or salesman-driver.—*Slawson.*

Consolidated Adds at Spokane

The Consolidated Freight Lines, situated at S. 126 Sheridan, Spokane, Wash., is building a freight depot addition in line with increased business, at a cost of more than \$25,000.—*Litteljohn.*

K. C. Truck Expansions

Two motor freight lines which have their headquarters in Kansas City, Mo., now are making substantial expansions, one in a new building and the other in leased quarters.

The Chicago-Kansas City Freight line will soon occupy its new terminal being erected at 1609 Charlotte St.

The Chief Freight Lines Co. leased the building at 1608 Woodwether Road in an expansion of both its terminal and its general offices.

The Chicago-Kansas City terminal, 68 by 150 ft., has an unusual feature, both outside and inside dock space. The inside dock, with a capacity of 15 vehicles equal to that on the outside, is designed to permit servicing of vehicles while they are being unloaded and loaded and to permit uninterrupted handling of cargoes regardless of weather.

This is particularly important at the present time, in the opinion of C. J. Hoffman, when the heavy use of highway transportation for war goods and self-imposed operating speeds to conserve tires, necessitate maximum utility of equipment. This line operates between Kansas City and Chicago.

The Chief lines will have 5,625 sq. ft. of building space in a new terminal. In addition the company leased 16,800 sq. ft. of land for outside parking. The company was organized in Coffeyville, Kan., in 1936, by H. K. McKee, president; Lester Jenkins, vice-president, and W. M. Keller, secretary-treasurer, and moved its headquarters to Kansas City a year ago. It operates from Kansas City to Tulsa through Southern Kansas and Oklahoma towns.—*Lowry.*

Best, Dallas, Buys Highway M. F. at Chicago

Best Motor Freight Lines, Dallas, Tex., has purchased the Highway Motor Freight Lines, Chicago, and will maintain Chicago headquarters at the latter's former terminal at 2266 Archer Ave. Robert Weber, Chicago, district manager, said it now has terminals in 8 cities and operates 81 units over its entire system. Search is being made for more suitable quarters, he stated, and if obtainable, the Chicago office will be relocated later. The main office at Dallas, he also said, is to be moved shortly to St. Louis, Mo. Chas. Earl Hanna, Chicago, is vice-president and general manager of the concern.—*Slawson.*

O.D.T. Booklet Tells How to Keep Trucks Fit

The O.D.T. is mailing to truck owners a 16-page booklet on proper maintenance methods entitled "America's Truck—Keep 'Em Rolling." Voluntary cooperation of the 2,550,000 truck owners in keeping their vehicles in good condition is the aim of the O.D.T. On the inside cover, the booklet carries a letter addressed by the President in which he asks every truck owner to make it his patriotic duty to make his vehicles last longer. Joseph B. Eastman, O.D.T. director, also in a preface emphasizes the trucking industry's importance in the Nation's war effort and urges the immediate adoption of a preventive maintenance program to stretch each vehicle's life to the maximum.

All truck owners who express a willingness to participate in the preventive maintenance program by signing a pledge to follow certain rules in the operation and care of their vehicles will be entitled to display a red, white, and blue insignia on the right-hand cab door of their trucks.

By this insignia, the public will know whether or not a truck owner is actively participating in the conservation program.

Rules Against Liability

It is well established law that no bailee may avoid liability for injury to or loss of the subject of a bailment by establishing a rule or even making a contract with the bailor whereby the bailee, as a warehouseman, is entirely relieved from liability of his negligence.

For illustration, in *Kay v. Martin*, 122 Pac. (2d) 393, Oklahoma, it was disclosed that the owner of personal property left it with an association for exhibition purposes. Later the owner tendered a claim check and asked for a return of the chattel and was refused the return thereof on the excuse that the same could not be returned for the reason that it had been stolen. The owner, bailed, sued the association for the value of the valuable chattels. The latter contended that it could not be liable because certain rules in a book, called the catalog of the association, stated that no claim should ever be asserted against the association for any loss of chattels left in its care. In disregarding this argument and in holding that the loss resulted from negligence of the association's employees, the court held the association liable.

"This purported rule of regulation amounts to an attempt to contract or guard against a party's own negligence which is not countenanced by the courts."

Wis. Rejects Increase in H.H.G. Rates

The Wisconsin Public Service Commission on July 2 rejected the request of 58 contract motor carriers to re-open an order which established rates for the moving of household goods and office furniture.

The petitioners asserted that since the order was issued in 1939, operating costs have risen substantially and are now at such a level that existing moving rates are inadequate.

Declaring that because of war industries many workmen are moving from place to place in the state, the Commission said:

"It is not in the public interest to increase the cost of transporting household goods generally throughout the State during the war period unless there are clear and compelling reasons to do so because new war industries require numbers of workmen to move from place to place as their work requires.

"Therefore we shall dismiss the applications without prejudice to renewal if and when it shall be made clear that a substantial number of the applicants will not be financially able to continue rendering service under existing rates."—*W. T. N. B.*

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Md. Requires No Licenses from Out-of-State Truckers

Maryland's Governor O'Connor has suspended for the duration of the war any license requirement on trucks or cars of war workers entering the State. This holds only if the State of origin has made similar provisions for vehicles licensed in Maryland and if the out-of-State vehicles are licensed in keeping with the requirements of the States from which they originate. The Governor declared that Maryland's requirements in regard to truck load, weight, length and other specifications already conform to or exceed the minimums asked by Washington.—*Ignace.*

Pa. Will Not Hamper War Effort

There will be no truck traffic obstructions in Pennsylvania to hamper the war effort, Governor James has promised Frank Bane, Executive Director of the Councils of State Governments. Pennsylvania will comply fully with the truck specifications compiled at Washington. As far as width, height, length and axle allowance weights are concerned, these are already equal to or substantially exceed Federal figures. As to the others, the State provides for "tolerance," to bring the weights so nearly to those suggested by Washington that no enforcement difficulties are to be expected. "It is possible that technical violation may arise, inadvertently or otherwise, of State or local statutes. So long as there is substantial compliance on the part of truck owners and operators with the Pennsylvania law and the Federal standards . . . I believe it would be most unwise either to attempt prosecutions on the basis of such technicalities or to delay or otherwise interfere with the movement of war materials and supplies where the obvious intent of the owner and operator is to comply with the wishes and standards incorporated in the

expressions coming from the Federal and State officials," the Governor said.—*Baer.*

O.P.A. Promises Gas Price Reduction

A reduction in gasoline and oil prices in the East has been promised by the Office of Price Administration as soon as plans for subsidy to cover higher transportation costs can be worked out. O.P.A. recently permitted a 2½-cent per gallon increase in the price of gasoline to compensate oil companies for the higher cost of shipping petroleum products by tank car and tank truck than by water. The cheaper form of tanker transportation had to be curtailed.

The subsidy plan has been disclosed by Secretary of Commerce Jones, who said the Defense Supplies Corp. would "assist in financing" the more expensive method of transporting the vital petroleum supplies to the Eastern seaboard. No further details were available but it is stated that the plan meant transportation costs would be subsidized.

Sproles Re-elected as Head of Texas Truck Group

Ed. Sproles, Fort Worth, was re-elected president of the Texas Motor Transportation Assn. at its 8th annual convention, May 21-22, held in Houston. Several hundred delegates attended. Other officers re-elected were: A. D. Cudlipp, of Lufkin, vice-president; Henry E. English, Dallas, treasurer; and Lynn B. Shaw, Austin, secretary-manager. L. B. Brown was re-elected ex-officio member of the board of directors.

Les Allman, vice-president of the Fruehauf Trailer Co., Detroit, stated that though the motor transport system had been criticized generally in the past, today it is not only the right arm of this Nation's defense, but is equally important in its offense activities now and those to come.

John L. Rogers, I. C. C. Commissioner and director of the Motor Transport Div. of the O. D. T., stated that in the past there have been approximately 600,000 truck replacements a year, "but now there are no new trucks available. This simply means that the motor truck services must be rendered with the equipment now available."

W. C. Behoteguy, consultant with the tire rationing division of O. P. A., stated that 2,900,000 tons of rubber are listed among requirements by the end of 1944 and that total available supply will include only 2,400,000 tons, leaving a shortage of 500,000 tons. "This means that tire rationing has only

begun and the civilian supply will be the one to suffer." He also stated that approximately 80 per cent of truckers have been able to get new tires up to now, "but we are not going to be able to be as liberal in supplying trucks and buses from now on."—*Hornaday.*

D. C. Clearing House

A clearing house for trucking facilities in Washington, D. C., is being planned by the D. C. Trucking Assn. to carry out the ruling of the O.D.T. that all trucks must be loaded to capacity on outgoing trips.

The D. C. clearing house hopes to establish a central point at which truckmen can consolidate shipments. These facilities will be available to all motor carriers operating in and out of Washington subject to O.D.T. orders.

There will be an 8-man board of directors, 4 of whom will be elected from the ranks of common carriers, 2 from contract carriers and 2 from private carriers at an organization and election meeting which is planned.

The organization of the clearing house was initiated by a special committee composed of W. E. Humphreys, of the Jacobs Transfer Co., chairman; Otto Ruppert, Davidson Transfer & Storage Co.; S. C. Massey, Horton Motor Lines; L. P. Waring, American Storage Co.; H. Randolph Barbee, Federal Storage Co.; John Slocombe and Francis J. Kane, Kane Transfer Co.—*Manning.*

Will Handle Truck Purchase Appeals

The O.D.T. is establishing 17 local appeal boards to pass on rejected applications for permission to purchase new motor trucks. The boards will take over the duties of the special Washington appeal board, but their decisions will be subject to final approval of the O.D.T. Allocation Section. These boards are now operating in Boston, Philadelphia, Chicago, along the West Coast and other points. Boards in other cities are being organized.

Wis. Clearing Houses

Milwaukee, Green Bay, Wausau, Madison, Eau Claire and La Crosse have been selected as the Wisconsin points where clearing houses for the trucking industry will be located, as a result of O.D.T. requirements. Next year, windshield stickers will replace front license plates on trucks, because of a shortage of steel. Small "43" numerals will be placed on the rear plate.—*W.T.N.B.*

I.C.C. Suspends**MC Rate Orders to Nov. 2**

The Interstate Commerce Commission has suspended from July 1, until Nov. 2, the effectiveness of its orders on minimum rates for common motor carriers in 4 territories.

The order is applicable in Ex Parte MC-20, Truck Line Territory Motor Carrier Rates; Ex Parte MC-21, Central Territory Motor Carrier Rates; Ex Parte No. MC-22, New England Motor Carrier Rates; and Ex Parte MC-23, Midwestern Motor Carrier Rates.

In connection with its order suspending minimum trucking rates in the 4 territories, the I. C. C. further ordered:

"That this order shall not be construed as setting aside the findings previously made in the proceeding respecting the minimum class and commodity rates, charges, classifications, rules, and regulations which should be maintained by respondents and such findings shall be given consideration in the disposition of protests to new schedules filed by motor carriers during the period the effectiveness of the minimum rate orders is suspended."—Manning.

**Told to Disregard
Routing of Shippers**

The I.C.C. on June 8, issued an order directing common carriers by motor truck to disregard routing specified by shippers in bills of lading in cases where it is necessary to do so, to expedite the transportation and delivery of freight. The I.C.C.'s order is restricted to expire Dec. 31, 1944.

**Chicago Record Licensing
of Horse Vehicles**

Chicago's city license bureau reports that, up to May 30, 1,039 licenses have been issued this year for horse-drawn vehicles. This figure is only 58 less than the number issued for the entire 12 mo. of 1941.—Slawson.

**Army Not to Curb
Highway Carriers**

The War Dept. plans no arbitrary mileage limit on truck movement despite recent reports to the contrary, F. C. Horner, chief, Highway Transportation Div., War Dept., declared.

Mr. Horner stated further that the War Dept. is not out to "kill" the trucking business. "We need it too badly."

He added that while the railroads may be assigned longer hauls than trucks, the latter's flexibility would be considered and no arbitrary mileage limit is contemplated.

"We know that these vehicles are performing services absolutely essential to the operation of the war, and the point which I wish to

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make to you particularly (in talk to Michigan Trucking Assn., Detroit), is that the War Dept. knows that it cannot get along without the services provided by truck transportation."

**Miss. Truck Limit
Raised to 15 Tons**

Regulations have been put into effect in the State of Mississippi whereby motor trucks can now carry payloads up to 15 tons on principal highways. The weight limit was raised as an emergency measure at the request of the O. D. T. License fees for the extra loading will be collected in the same proportion to existing rates.

**Ind. Eases on Truck
Regulations**

Indiana regulations for truck lines have been eased so as to permit trucks to make intermediate stops on routes over which they now operate and to allow them to deviate at least 5 miles from present routes when transporting war goods. Carriers can also use trailers of another company without registration. Extension of present routes is permitted without formal hearing, but evidence will be required of its necessity.—Kline.

**Cal. 6-Area Plan for
Transport Problem**

Because of the rubber shortage and resultant transport problems, the California State Highway Traffic Advisory Committee has adopted a plan whereby the State will be divided into 6 areas, each of which will be given individual attention in the matter of its transport problems. Headquarters are to be Los Angeles, San Diego, San Bernardino, Fresno, San Francisco and Sacramento. Coordinating officials in each city will be appointed to deal with problems as they arise.

—Herr.

**Denver Program for
Delivery Economy**

Members of the Colorado Transfer & Warehousemen's Assn. have agreed to abandon the practice of making personal calls for estimates on moving and storage costs and will consolidate less-truckloads. Other features of the program for conservation:

1. Boxes and barrels for packing of small articles will be delivered when the moving van arrives or previous to moving day only if a partially loaded truck must go to that section of the city. The boxes must be unloaded before the van leaves the new address to prevent the necessity of a callback.
2. Less-truckload jobs will be arranged by districts of the city to consolidate loads and prevent movement of empty or partially empty trucks.
3. Calls for out-of-warehouse deliveries received before noon are to be handled the same day, if possible.
4. Trade areas where regular daily deliveries are not sufficient to give consolidated loads will not be served on a daily basis.
5. No callbacks on special deliveries except to hospitals and the armed forces.
6. Trucking service will be rigidly limited to one per day to any less-than-truckload customer.

—Alexander.



A barge being unloaded by the Passaic Terminal and Transportation Co., Passaic, N. J., which uses the truck-trailer shuttle system for speeding up the work, employing a fleet of Fruehauf units with White tractors for the operation.

Factories ON THE MOVE

Wartime censorship imposes restrictions on the publication of definite locations of various projects, as well as certain other information. We are naturally adhering to these requirements and feel certain that readers will understand and approve of these omissions.

UNITED STATES RAYON CORP., Tiffany St., Brooklyn, Conn., recently organized to manufacture rayon products, has purchased former cotton mill of Wauregan-Quinebaug Mills, Inc., Wauregan, near Danielson, Conn., and will remodel and equip for new plant. Company has acquired machinery and equipment from Imperial Rayon Co., Gloucester City, N. J., and will remove from that place to new mill site, for early installation in plant. Completion of project is scheduled in October, David Schrage is president of new company, and James A. Frarkin, secretary.

Kieley & Mueller, Inc., 40 Paris St., Newark, N. J., manufacturer of steam specialties, valves, etc., has purchased industrial property occupying entire block bounded by Tonnelle and Dell Aves., 42nd & 43rd Sts., North Bergen, N. J., improved with 2 large industrial buildings, totaling 95,000 sq. ft. of floorspace. Structures will be improved and present plant removed to new location, where production will be concentrated in future. Existing factory at Newark has been taken over by State Highway Department and will be razed for new highway construction. New York offices of company are at 40 West 13th St. Joseph O'Connor is president and treasurer.

American Pipe & Construction Co., 4635 Firestone Boulevard, Southgate, Los Angeles, Cal., plans new branch plant in vicinity of Armour Ave., South St. Paul, Minn., where site, 150 by 1200 ft., has been purchased. It will be used for production of fabricated steel pipe, for which company has secured large contract for new water line in St. Paul area. Cost is reported close to \$100,000.

Simmons Co., Kenosha, Wis., manufacturer of metal bedsteads, mattresses, etc., has concluded arrangements with War Dept., Washington, D. C., for construction and operation of new plant in Wisconsin (exact location withheld), for production for Government. It will comprise several one and multi-story buildings and is estimated to cost over \$3,000,000. Financing will be provided by Defense Plant Corp., Washington, D. C., a Federal agency. Work will begin at early date.

Ferro Enamel Corp., 4150 East 56th St., Cleveland, Ohio, manufacturer of enamel frit, colors, chemicals, etc., has approved plans for new one-story branch plant in Cuyahoga Heights district, for manufacture of cobalt and allied products. Cost reported over \$150,000, with machinery.

Haskelite Mfg. Corp., Grand Rapids, Mich., manufacturer of waterproof plywood products, has leased former local plant of Century Furniture Co., now in receivership, and will occupy for storage and distribution. Main offices are at 208 West Washington St., Chicago.

Guy M. Verley, 2704 West Pratt St., Chicago, manufacturer of essential oil products, has leased a one-story industrial building at 26-21 Jackson Ave., Long Island City, New York, and will improve and equip for new branch laboratory.

Aluminum Co. of America, Inc., Gulf Bldg., Pittsburgh, Pa., plans new plant in Kansas City, Mo., area (exact location withheld) for production of castings for cylinder heads for aircraft engines. It will comprise several foundry units and auxiliary structures, reported to cost over \$1,000,000.

R. & F. Paper Box Co., 38 Emerson Pl., Brooklyn, N. Y., manufacturer of paper boxes and containers, has purchased a 2-story industrial building on local site at 199 Clifton Pl., and will improve and equip for new plant.

S. & S. Tool Mfg. Co., 1548 Porter St., Detroit, manufacturer of tools, dies, etc., will begin construction soon for new one-story plant at Eight-Mile Rd., and Maple St. Cost reported close to \$50,000, with machinery.

Shell Chemical Co., Shell Bldg., San Francisco, manufacturer of industrial chemicals, etc., affiliated with Shell Oil Co., same address, has plans maturing for new plant in Southern California (exact location withheld) for production of butadiene, a basic petroleum ingredient of synthetic rubber. It will comprise several large one and multi-story processing and production buildings, with auxiliary structures. Cost estimated about \$15,000,000. Output will be used by Government, which will provide financing through Defense Plant Corp.

Bureau of Mines, Dept. of Interior, C and 18th Sts., N.W., Washington, D.C., plans new pilot plant for ore-treating investigations and experiments on campus of University of Wyoming, Laramie, Wyo. Cost estimated about \$300,000.

J. C. Sanders Cotton Mill Co., Mobile, Ala., plans new mill at Prichard, Ala., consisting of several one and multi-story buildings, with boiler house and auxiliary structures. Cost reported over \$650,000. Proposed to begin work soon.

Firesafe Builders Products Co., Mill St., Bellefont, Cranston, R.I., manufacturer of fireproof building specialties, plans new one-story branch plant on local site at rear of 125 Burbank St., to be 107 by 285 ft., with L-extension, 68 by 72 ft. Cost reported over \$70,000, with equipment. Company is securing permission from Cranston Zoning Board for erection.

Roth Paper Box Co., 6 Dawson St., Newark, N. J., manufacturer of paper boxes and containers, has leased 2-story and basement industrial building at 76-78 Ashland Ave., West Orange, N. J., and will occupy for plant, removing present factory to that location.

Cleveland Pneumatic Aerol, Inc., lately organized subsidiary of Cleveland Pneumatic Tool Co., Inc., 3734 East 78th St., Cleveland, plans large plant in Euclid area (exact location withheld) for production of aircraft parts for Government. It will consist of a series

(Continued on page 76)

FROM THE

LEGAL

VIEWPOINT

By Leo T. Parker, Legal Editor

Customer Must Be Protected in Contract

LEGAL EDITOR, DandW: We will appreciate your inspecting our contracts and offer your advice on same, which we request.—Los Angeles Whse. Co.

Answer: With respect to your paragraph No. 2, the various higher courts have held as follows: A contract signed by a warehouse customer may be valid, but any special agreement to the disadvantage of the customer must be brought to the attention of this customer, or written or printed in LARGE type so that he cannot, by the use of ordinary diligence, fail to see and read it. Therefore, your paragraph No. 2 will not be held in all instances against your customers. For example, in this paragraph you state in ordinary and small type that the customer agrees all goods are second handed, unless otherwise stated in writing. Obviously, in view of the above explained law this clause will not decrease your ordinary liability unless *YOU* prove that you directed the attention of your customer to this clause. The fact that he signed it is not important, because the higher courts have consistently held that contracts of this nature, formulated, designed and printed by the party in interest always will be held against this latter party unless testimony, which is convincing, is introduced in favor of the party who formulated, designed and printed the contract.

The same relative law is applicable with respect to the paragraph No. 26, in which you have endeavored to avoid future litigation by having the customer sign an agreement by which he does not have to make a further acknowledgment of having goods delivered to your pick-up driver, and further that he cannot at a subsequent date complain that the warehouse receipt is unsatisfactory. Such items and clauses as this, by which the customer is especially obligated to accept future losses, should be personally directed to his attention *before* he signs the receipt, or at least these special agreements should be printed in bold and conspicuous

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type, whereby the court may decide that you used reasonable diligence to inform the customer of the important phases of the contract and, further, that the customer failed to use ordinary care and diligence to become informed regarding his duties, liabilities and obligations.

With respect to your warehouse receipt and account book, there are no late higher court cases specifically relating to the same. However, it is believed that under all circumstances you should be certain to individually direct your customers' attention to the clauses therein to your advantage. In this manner you have paved a "substantial" road for a decision in your favor, in event of litigation. In other words, in order that you may have the opportunity to be awarded a favorable verdict, first, the courts must be convinced that the customer had reasonable notification of his various obligations, and that he failed to fulfill the same. If, on the other hand, the court may decide that you used certain contracts and practices that the average customer would not be able to "digest," or understand his obligations and liabilities, it is certain that your chances for a favorable verdict are remote.

To explain the law in another channel, it is best to realize that the courts *always* are interested in knowing whether both parties originally understood, or had a fair and reasonable opportunity to understand, their assumed obligations. This is a broad statement

of law, and in each litigation considerable testimony may be necessary to win a verdict. However, this law always is effective, and if it can be shown that a warehouseman's customer signed a contract *knowing* the contents, or with proper and reasonable opportunity to realize his obligations, the warehouseman is in the clear and can expect to compel the customer to abide by the agreement, *providing* the agreement does not violate valid laws, and such agreement is not against "public policy." For example, a warehouseman may explain to a customer the complete details of a contract and the latter may sign an agreement that the warehouseman will not be responsible for his own negligence in event of loss of or damage to the stored goods, but this agreement is void. WHY? Because it is against "public policy." The law will not permit anyone to induce another to contract "away" his legal rights as designated and determined by valid State or other laws. And in many instances that law has been extended to the legal effect that no one can make a valid contract with another by which the latter is induced to assume unreasonable or inhumane obligations.

So, therefore, it is quite apparent that, when formulating a contract, many and various laws, regulations and policies must be considered. Furthermore, no person may with certainty, in advance, anticipate the validity of a contract which contains new and important provisions, paragraphs and clauses. The courts have some difficulty in doing so, although extended, detailed and relevant testimony is presented for its consideration.

Flooded Because of Municipal Fault

LEGAL EDITOR, DandW: In December, 1941, a municipal water main broke and flooded our basement, causing considerable damage. The city officials refused to pay the loss on the contention that a city is not liable for losses of this nature. Since we intend to file suit, can you give us the new law? —Jordan Warehouse and Storage.

Answer: The city is liable for

your full loss if you prove that negligence of the city officials resulted in the damage. This is the law: Assume that a municipal official is authorized to inspect water lines and mains. A property owner reports that he observed a leak which causes unusual water leakage in his basement. Under these circumstances the municipal officials must act quickly to avoid heavy liability on the part of the municipality. This is so because this official represents the municipality in a department, not governmental, and further he has information of anticipated damage to private property. On the other hand, if the notification had been received by a municipal official not directly connected with the water department, the city could not be held liable. In other words, notification of this nature must be given to water department officials.

Also, assume that the water main had only recently been installed and that it was defective. The city would be liable upon introduction of this testimony. And again, suppose your damage could have been reduced by the city officials promptly cutting off the broken main. You would be entitled to damages, under these circumstances. Therefore, in view of the above explanations of law, it is quite apparent that municipalities are liable in damages for injuries to property resulting from carelessness or lack of ordinary care on the part of officials who have authority to safeguard the public in this respect and who act within the scope of their legal authority.

Sub-Contractor Liable for Injuries

LEGAL EDITOR, DandW: Is it possible for a sub-contractor to be held liable in damages for injuries caused employees of the principal contractor? Recently we acted as a general contractor on a hauling job, and one of our employees was injured. He claims the subcontractor was at fault. Can you cite case on this point of law?—Wilson Storage Co.

Answer: Very frequently employees of sub-contractors have been held entitled to recover damages from the general contractor for injuries resulting from negligence of the latter. However, seldom have such sub-contractors been held liable for injuries to employees of the general contractor. But a late case verifies that this is modern law.

In *Samuel E. Pantecost Construction Co. v. O'Donnell*, 39 N. E. (2) 814, reported March 18, 1942, it was disclosed that a sub-contractor entered into a con-

tract with a general contractor. During performance of the contract an employee employed by the general contractor was injured through negligence of the sub-contractor's employees. In other words, the injuries sustained by the employee were the direct and proximate result of the sub-contractor's negligence.

The employee filed suit against the sub-contractor for damages. The lower court rendered a verdict in favor of the employee for \$25,000. The higher court upheld this large damage allowance, and stated important law as follows:

"It is apparent to us that Appellant (sub-contractor) should have known, or could have learned, that other workmen were required to be upon the structure . . . and being charged with such knowledge, any negligence on its part which was the proximate cause of injury would be actionable. . . . Appellant contends that the damages as fixed by the jury are excessive. Before that contention can be maintained, it would be necessary for this court to conclude that the amount so fixed by the jury is so large that it cannot be explained on any reasonable hypothesis other than from prejudice, partiality or corruption or that some other improper element was taken into consideration."

Insurance Provision for Illegal Acts

LEGAL EDITOR, DandW: Recently we had presented for our signature an application for insurance, but in this application was a clause to the effect that we will indemnify the company in event any losses result from "infidelity" of our employees; from "illegal" sale of property stored in our warehouse; from wilful "conversion" of property; and also a "deductible" provision based upon these causes of losses. Please explain the legal meaning of this application and its effect in event we have a loss.—Martin Storage.

Answer: In order to simplify this application it is well to explain that under no circumstances will an insurance company pay for losses resulting from illegal acts on the part of the insured. Further, the policy may contain valid clauses whereby the insured releases the company from payment of losses caused by "deceit, unfaithfulness or other illegal acts" on the part of the insured and his employees. This is the legal effect of the clause relating to "infidelity" of the employees. Moreover, under this policy you cannot obtain or expect protection in event a loss results from your wilful sale of a patron's goods under illegal circumstances, nor for losses resulting from your "conversion" of a patron's stored merchandise, nor for losses resulting from your "wilful and intentional" failure to deliver goods to the true owner, as where you claim, untruthfully, that the goods have been stolen

from your warehouse. The "deductible" clause has no effect when the losses result from causes not specified above.

This Month's Important Higher Court Cases

Agent Liable for Conversion

RECENTLY, a modern higher court held a storage company which acted as agent of another company liable for conversion because the latter or principal was responsible. And in this same decision the higher court held that although a warehouseman is not responsible for a relatively small error on estimate of costs for his services, yet such error cannot be unreasonably large. And further, before a warehouseman can be held liable for a specific amount of conversion, the complaining party is obligated to prove the asserted value of the converted merchandise.

For illustration, in *Weinberg v. Dayton Storage Co., Inc.*, 124 Pac. (2d) 155, California, the testimony disclosed that in November, 1938, an owner of household goods made arrangements with the Dayton Storage Co., Inc., in New York, for the storage of the same in New York, and for their transportation to California when, and if, she should desire them. The negotiations were had with M. H. Richer, the "estimator" employed by Dayton Storage Co., Inc., who informed the owner that packed in a lift van the goods would weigh, "at the most," 3,000 lbs. Based on this representation, the owner entered into a written contract with the Dayton Storage Co., Inc., on a form prepared by it, for the transportation of the goods to California for \$6.50 per 100 lbs. The agreement provided that "This estimate is approximate only on goods listed above and is not to be considered a definite figure."

In November, 1939, the owner decided to have the goods shipped to California. She had paid the Dayton Storage Co., Inc., for the storage of the goods, and according to the testimony she was instructed to call upon the Dayton Storage Co. in California for delivery of the goods. When the goods arrived, the latter company presented a bill to the owner based upon shipping weight of 7,900 lbs. The storage company refused to deliver the goods until freight, based on this weight, was paid. Later it was discovered that the actual weight of the goods was 4,415 lbs.

The owner sued the Dayton Storage Co., in California, for conversion and demanded \$5,000 as

value of the goods. The lower court decided that the owner was entitled to recover \$1,750 as damages for the conversion of the property, and \$750 for the loss of use of the property.

The storage company appealed to the higher court which, however, affirmed the conversion verdict, but granted a new trial to determine the amount due the owner. This court said:

"The law is settled that an agent is guilty of conversion, although acting in good faith and in exact accord with the instructions of his principal, if the latter is guilty of a conversion."

In other words, the Dayton Storage Co., of California was held liable for the acts, misjudgment of estimation of weights, and error of weights of the Dayton Storage Co., Inc., of New York, since the California company acted as agent for the New York Company.

With respect to necessity of an owner demanding possession of his goods in order to render the storage company liable for conversion, this court held:

"It is well settled in this State that there is no necessity for a demand where the acts of the defendant in relation to the property show a conversion, or where, under the facts, a demand would be futile. . . . Each case must turn upon its own facts. In the present case the appellant (storage company) knew long before the goods arrived that respondent (owner) challenged the correctness of the charges."

Another important point of law discussed in this case related to the owner's valuation without proof of her alleged valuation. In this respect the court said:

"In the original complaint respondent prayed for \$5,000 for damages for the conversion. . . . On direct examination she testified that the reasonable fair value of the converted articles was \$5,000, and that the reasonable damage for loss of use of the articles was \$200 a month. On cross-examination she not only could not fix the value of many of the articles but clearly indicated that a portion of the value was based on sentimental factors. . . . The testimony of the value is very, very meager."

Bailee Not Guilty of Theft

A BAILEE, as a warehouseman, cannot be guilty of theft by conversion of bailed goods unless the testimony proves conclusively that a "legal bailment" existed.

For instance, in *Dunlap v. State*, 160 S. W. (2d) 529, Texas, a bailor accused a bailee of theft of certain personal property. During the trial the important question presented the court was: Did the accused have possession of the property as a bailee when the theft was committed? This court held the bailee not guilty, and said:

"For appellant (bailee) to be guilty of the offense charged, the facts must be sufficient to show a bailment. . . . An essential element to constitute a bailment is that the bailor deliver the possession of the property to the bailee

for a specific purpose, retaining the title thereto."

The legal effect of this late decision is that a warehouseman cannot be held liable for conversion and theft of bailed chattels, unless the testimony discloses that the owner permitted the warehouseman to take possession of the chattels for a specific purpose, as for safekeeping or performance of service with respect to the goods.

Warehouseman Cannot Refuse Storage Space

CONSIDERABLE controversy has existed from time to time whether the relationship of landlord and tenant, or warehouseman and customer, exists where a room is rented for storage purposes. If the former, the landlord may refuse to rent space, but if the latter, the warehouseman is bound to supply available services to all who apply.

In *Port of Seattle v. Luketa*, 121 Pac. (2d) 951, Washington, a State law provides that no warehouseman shall make or grant any undue or unreasonable preference to any person, corporation or locality, or to any particular description of service in any respect whatsoever.

The owner of property rented locker rooms for storage purposes for the period of one year. At expiration of the year the property owner notified the renter to vacate the locker rooms. The latter refused to vacate and tendered the amount of rental for another year. The property owner declined the tender and brought suit to compel the renter to vacate. During the trial testimony was given that the property owner rented to various persons other rooms in the same building for storage. The property owner retained no keys to the locker rooms and had no access to them. He had no specific knowledge of what was stored in them. Therefore, the higher court refused to render a verdict in favor of the property owner and stated important law, as follows:

"That respondent (property owner) was operating a 'storage warehouse' as defined by the law seems too plain for argument. . . . State statute is but a declaration of the common law rule that a public warehouseman must treat with absolute impartiality all who apply for service. He cannot refuse to receive goods of the class he is authorized to receive and store. . . . Having storage space available, respondent was guilty of unlawful discrimination against appellant (renter) when it refused, without any just cause or reason, to extend occupancy of locker rooms 303 and 304 for another year."

Another important point of law decided by the higher court in this case is that although the customer retains the keys to a storage room and the warehouseman has no access to the storage room, yet the relation of bailor and bailee exists,

and the warehouseman is legally required to exercise "ordinary" care to safeguard the stored goods. His failure to do so will result in certain liability.

Not Entitled to Back Wages

NOTWITHSTANDING old decisions to the contrary, modern courts have established the law that goods which are produced for interstate commerce may be handled and transported by intrastate employees after they are produced, and before they enter the interstate channel, and the employees engaged in handling them are not engaged either in interstate commerce or in producing for interstate commerce. Therefore, these courts in construing the Fair Labor Standards Act of 1938, hold that such employees are not entitled to relatively high wages specified for interstate employees.

For instance, in *Cecil v. Gradi-son*, 40 N. E. (2d) 958, Ohio, the higher court decided that an employee was not entitled to recover back wages, based upon the Fair Labor Standards. The testimony proved that he was a janitor in a building and was required to operate the elevator in the building, both freight and passenger. He alleged in the suit that while he was engaging in and upon his various duties in and about the building, that he was caused to handle shipments of all and varied kind and description, such as, packages, cartons, cardboard and wooden cases, heavy and light boxes. Such shipments were constantly transported, forwarded and shipped to persons and corporations in other cities beyond the boundaries of the State:

In refusing to allow back wages, the higher court said:

"Therefore, where this employee of the defendants handled articles for defendants and their tenants, they were performing intrastate acts preceding and following interstate transactions, and were not engaged in interstate commerce."

On the other hand, see the late case of *McMillan v. Wilson and Company, Inc.*, 2 N. W. (2d) 838, Minnesota. In this case the higher court held a day watchman to be an interstate commerce employee where his employer was engaged in a packing business and operating extensively throughout the country. This court held that under the Fair Labor Standards Act an employer is liable not only for unpaid overtime but also for an additional equal amount as liquidated damages.

Therefore, it appears that a watchman, employed by a company engaged in interstate commerce transactions, always is entitled to wages specified by the Federal law.

Testimony Proves Intoxication

IN some States modern laws compel drivers of motor vehicles to submit to scientific tests to determine the degree of their intoxication. However, in States where such tests are not required or available, the officers must rely upon testimony to establish a charge of intoxication. Generally speaking, convictions are upheld by the higher courts where the testimony proves intoxication with reasonable certainty.

For example, in *Houston v. State*, 158 S. W. (2d) 1004, Texas, it was disclosed that a motor truck driver, named Houston, was arrested on a warrant charging that while under the influence of intoxicating liquor he drove and operated a motor vehicle upon a public highway and that he did, "through mistake and accident, kill Vera Coleman by causing it to collide with an automobile" in which she was riding.

During the trial, testimony was presented which proved that when the accident occurred Houston was on a winding highway and was at least a part of the way across the center line to the left side when he discovered the automobile he was meeting. He pulled to his right, but, as he passed, his truck collided with the automobile occupied by Vera Coleman. The accident happened during an afternoon.

Houston denied that he was intoxicated. Therefore, in order to convince the jury that Houston was intoxicated the State introduced testimony, as follows:

A woman testified that when she saw Houston in the earlier part of the previous night he was drinking. Later, and just before the collision, Houston met a friend on the road who got into the truck and prior to the accident he took a half pint bottle out of the glove compartment, which was about half full of whiskey, and each took a drink out of it. Houston did not stop when the accident occurred but drove down the highway several miles and went on a side road for the purpose, as he explained of straightening up. In an effort to prevent identification he took the side boards down and placed them flat on the truck. After doing so, and after a period of time not definitely stated, he turned around and started back to the highway when he met an officer who put him under arrest. This officer testified that Houston was under the influence of intoxicating liquor perceptibly when he met him at this point.

In view of this testimony the lower court convicted Houston and sentenced him to serve 2 yrs. in the

State penitentiary. The higher court upheld the conviction.

Son Held Legal Employee

GENERALLY speaking, the owner of a motor truck is liable in damages for an injury caused by negligence of the driver, if such driver was under control of the owner of the vehicle when the accident occurred.

For instance, in *Pierce v. Bisesi*, 38 N. E. (2d) 208, Ohio, the court records prove that the owner of a motor truck employed his son to drive a truck used for transportation of merchandise. One day this truck was involved in a collision with another motor vehicle. The important legal question presented the court is: Was the son a legal employee of the owner of the truck? No evidence was introduced verifying this point, but on purely circumstantial evidence the higher court held the owner, or employer of the son, liable, and said:

"The record discloses an admitted ownership of the truck by defendant (father); and that the driver (son) was employed by defendant to drive the truck in connection with the prosecution of defendant's business."

Bailor Not Liable

IT is well established law that a bailor is not responsible nor liable for negligent acts of a bailee. This law is applicable under all circumstances where the bailor does not control the bailee. So held a higher court in *White v. Saunders*, 158 S. W. (2d) 393.

The facts are that the owner of a motor vehicle loaned it to another. Therefore, the relationship of bailor and bailee existed, the owner being the bailor and the borrower the bailee.

While driving the vehicle the bailee negligently injured the occupant of another automobile. This injured person sued both the bailor and bailee to recover damages. In holding the bailee solely liable, the court said:

"Contributory negligence of a bailee is not imputable to the bailor. . . . A bailor does not have control, or the right or duty to exercise control, of the conduct of the bailee in regard to the acts of the bailee causing the injury to the subject of the bailment."

Alien Truck Driver Requirements

The Department of Justice has made public special travel regulations of aliens of enemy nationalities who are employed as truck and bus drivers and engaged in "frequent or regular business travel."

Attorney General Francis Biddle stated that such drivers may obtain permission from the U. S. Attorney for their judicial district

to engage in such travel without the necessity of applying for a permit for each individual trip.

Such permission will be granted, however, only after careful investigation of each case by Federal authorities to determine that the travel is necessary and does not endanger the public safety. The alien is also required to notify the U. S. Attorney in advance of each trip of the route to be followed, the carrier employed, and the date of departure, along with details of intermediate stops to be made en route.

"Such information," the regulations provide, "must be sufficient so that at all times the United States Attorney may know the whereabouts of such alien."—Manning.

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The Baltimore Transfer Co., Baltimore, Md., is this year celebrating its 75th anniversary in business. It was organized in 1867 for the purpose of furnishing a complete city-wide passenger and freight transfer service. Besides the hauling of freight between the terminals of railroads and steamship lines and the warehouses and retailers, the company began the development of a large livery and omnibus service. The company owns the majority of its city terminals and does an annual business of more than \$2,000,000. S. C. Hoffberger is president; J. P. Faherty is general manager; and J. T. Meadows is manager of the Southern division.

Ind. License Plate Rebates

Legislative action by the next Indiana general assembly will be necessary before truckers can receive rebates on license plates purchased before Jan. 24 under a 1941 law which has been declared unconstitutional, ruled attorney general G. M. Beamer.

Recent decision of the Indiana Supreme Court (Feb. 27) voided the 1941 statute, which provided for an increased schedule of truck license fees. Truckers who paid the increased fees are entitled to rebates, but Beamer said the legislature would have to appropriate the money because funds paid into the State treasury by the Bureau of Motor Vehicles may not be withdrawn except by legislative appropriation. Truckers who paid the higher fee after Jan. 24, however, will receive rebates when a quietus to settle all disputes and claims is issued.—Kline.

Authority of Public Service Commission

MODERN courts consistently hold that a Public Service Commission has *only* such powers as are expressly granted to it or are necessary to effectuate the objectives of those expressly granted. These powers are authorized by the State Legislature.

For illustration, in *Houston & North Texas Motor Freight Lines, Inc. v. Johnson*, 159 S. W. (2d) 905, Texas, it was shown that the holder of a certificate desired to sell a portion of this common carrier motor certificate to the Southwest Transportation Co. It was contended that the carrier must sell the whole or no part of its certificate. However, the Public Service Commission granted permission to sell only a portion of the certificate. The higher court upheld the decision, and said:

"It is obvious that in making the order granting the applications the Commission was purporting to exercise the power granted it by the State Law."

Perishable Goods Damaged

CONTRARY to the belief of a majority of persons a common carrier is no more liable for loss or destruction of perishable commodities, resulting *solely* from the *inherent* infirmity of such commodities, than it is for loss entailed solely by an act of God or of the public enemy. On the other hand, if the carrier's agent has knowledge that the goods are perishable the law affecting the shipment is different.

Various higher courts have held that with respect to perishable commodities the obligation of a common carrier is *not* that of an insurer against loss or damage arising solely from their nature and inherent character. For instance, where such goods succumb to the forces of natural decay, fermentation or evaporation without fault on the part of the carrier, the latter is not liable as an insurer. With respect to goods of this nature, the carrier is obligated to exercise "ordinary" care to preserve the perishable merchandise in the condition in which it was delivered to it, or that degree of care which prudent men would ordinarily exercise with respect to their own property under similar circumstances. The carrier is no more liable for loss or destruction resulting solely from the inherent infirmity of such goods, than it is for loss entailed solely by an act of God or of the public enemy. Obviously, considerable testimony often is required to enable a jury to render its decision on the above explained law. In other words, the disagreement to be found in the

higher court decisions is whether the carrier must prove affirmatively that the loss or damage was due to the inherent nature and qualities of the perishable goods, or whether the testimony of the carrier that it exercised ordinary care to preserve the condition of the shipment, and retard the natural processes of decay and deterioration, while it was in its care is sufficiently convincing to justify a verdict in its favor.

For instance, in *Illinois Cent. R. R. Co. v. H. Rouw and Co.*, 159 S. W. (2d) 839, Tennessee, it was shown that perishable goods spoiled while in transit. Since the carrier failed to prove that its employees exercised ordinary care to safeguard the goods the higher court held the carrier liable, and explained that in legal suits of this nature the burden rests with the carrier to convince the jury that its employees used the same or a greater degree of care to safeguard the goods as would have been used by other reasonably prudent common carrier employees.

Payment For Defective Work

WHERE a contractor who performs work sues upon a contract and it is shown that the contract has been forfeited, or breached by him, he cannot recover payment. On the other hand, where a contractor benefits the owner, as a warehouseman, the amount recoverable by the contractor depends upon the extent of the benefit conferred. Generally speaking, this is in the contract price, less than damages caused the warehouseman by not complying with the exact terms of the contract.

In other words, the courts are in accord with the law that if a warehouseman derives any benefit from services rendered by a contractor, the law reasonably implies a promise of the warehouseman to pay the contractor the amount that the work is reasonably worth. And, modern courts hold that even though a contractor be not permitted to recover on the contract, he may, in the alternative, recover on a quantum meruit, either by a separate suit or by alternative pleading.

For example, in *Bouterie v. Carre*, 6 So. (2d) 218, the testimony disclosed that a contractor entered into a contract to perform certain repairs on a warehouse building. The contractor only partly completed the work, and the owner refused payment.

During the trial the owner testified at great length to the various defects in the work rendered, the imperfections, and unworkmanlike methods employed, as a result of

which the owner prevented the contractor from proceeding any further with the work.

On the other hand, the contractor testified that the work called for by his contract was executed in a proper manner; and that the materials furnished in connection therewith were selected by the owner.

The counsel for the owner argued that the contractor was entitled to no payments since he had breached the contract. However, the court allowed the contractor \$110 for the partly completed work, and said:

"We are convinced that the plaintiff (contractor) has failed to properly execute and deliver the work required of him under his agreement with defendant. . . . In the case at bar, having performed the work and services defectively and not in strict accordance with the terms of the contract, unquestionably plaintiff (contractor) could not and cannot recover the remuneration stipulated in the contract, this for the evident reason that he has not done or performed that which was to be the consideration for its performance. . . . Considering the testimony submitted in regard to the work performed, with the defects and imperfections shown to have resulted therefrom. . . . We conclude that plaintiff (contractor) is entitled to recover the amount of \$110."

Negligence of Driver

IT is true that when the negligence of a motor vehicle driver results in damages to person or property, the employer of the driver is liable for the amount of damages effected by such negligent driver. Although it is alleged by the damaged party that the driver was negligent in several respects, yet proof of only one negligent act is required to result in liability of the employer.

For instance, in *Dick's Transfer Co., v. Miller*, 119 Pac. (2d) 454, Kansas, it was disclosed that the driver of a large tractor-trailer motor vehicle made a turn and the trailer skidded into another motor vehicle, whose owner filed suit to recover damages on the contention that the driver of the tractor-trailer was negligent in allowing the truck, tractor and trailer to come over the center of the highway; in failing to exercise proper control; driving at an unreasonable, excessive rate of speed under the circumstances then existing; in not having adequate brakes; and in applying the brakes in such manner as to cause the truck, tractor and trailer to jack-knife and slide or skid. Since the testimony sustained, to a degree one negligent act, the higher court held the owner of the tractor-trailer liable, saying:

"That the skidding and jackknifing of defendant's trailer was caused by too much speed on a curve is an inference which the jury might well make, and is a construction of its answers which makes them harmonious with the general verdict."

(Concluded on page 88)

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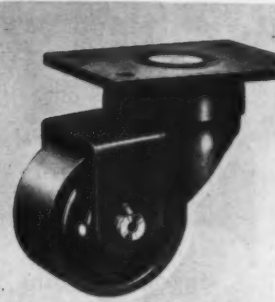
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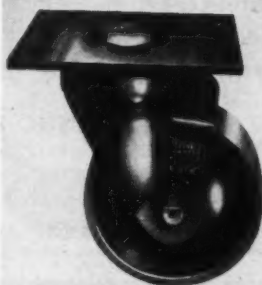
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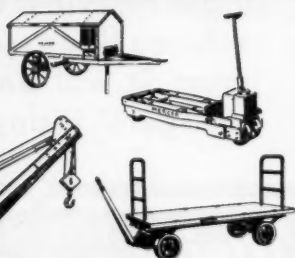
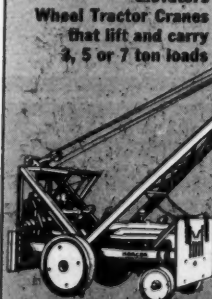
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Fig. 16-24

Fig. 37

Fig. 37 Non-Tilting Bar Handle Truck

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Paper Container in Place of Tin Can

AMERICAN CAN CO. has perfected a paper "can" that can be made and filled on existing machinery. The new can will be offered to the entire industry for the duration as soon as thorough tests, under actual operating conditions, are completed.

With the American Can system, sheets of fiber are fed into the can-making machines and consequently are of the same size and shape as the former metal ones. It is aimed chiefly at the "dry" products, drugs, cosmetics, spices, powders, etc., and possibly a few of the liquid products other than processed food.

In appearance, the new fiber container resembles very closely the metal cans and can bear the same identifying labels. The new container uses black plate—base metal of tin can manufacture—for the ends only and is lithographed on the regular presses formerly used for tin plate printing. The ends are seamed on the same seaming machine now in use.



Fig. 769
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4-Wooden Stakes
Fig. 753

2-Racks
Fig. 769

4-Pipe Stakes
Fig. 751

1-Bar Handle
Fig. 760

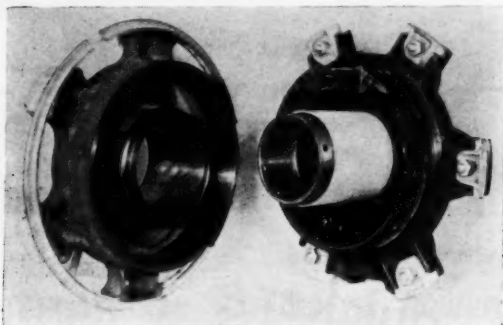
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Differential Dual Wheels Improved

DIFFERENTIAL dual wheels, which are used on trailer axles to permit independent rotation of the dual wheels, thus eliminating scuffing of tires on uneven highway surfaces as well as on turns, have recently been materially improved. The fundamental construction of these wheels has been unchanged but the incorporation of a new laminated bushing,



which never requires lubrication, is a marked contribution toward durability. This bushing replaces a steel-back bronze bushing.

As shown in the accompanying illustration, it is on the extended hub of the inner wheel.

Another improvement which contributes materially to durability and long trouble-free life is a new lug with a much wider gripping surface. This lug eliminates the need for frequent tightening. These 2 improvements practically eliminate the need for service on differential dual wheels. Made by Fruehauf Trailer Co., Detroit.—DandW.

Cleveland Tramrail Crane Saves Plane Time

SUCH rapid progress was made in the construction of the new Army Cargo Ship C-46 at the Airplane Div. of the Curtiss-Wright Corp., that it was ready for removal from the splicing fixture long before the new overhead crane for the department was scheduled to be installed.

In order to save precious days, the local Cleveland Tramrail representative and Curtiss-Wright engineers put together an improvised C-T crane made up of sundry parts on hand intended for other work in the plant. The crane was up and the plane moved within 5 days and no time was lost.



The illustration herewith shows the plane as it was being lifted in the splicing fixture. It was raised 16 ft. and moved horizontally 50 ft. to the final assembly department. The weight of the plane was about 10 tons. Facts about the C-46 reveal

that it is the world's largest twin-engined air transport; has a wingspread of 108 ft.; has a carrying capacity of over 50,000 lbs.; it is built to withstand artillery and anti-aircraft fire; will haul infantry, light artillery, heavy cargo, jeeps, etc., long distances at high speed; and will haul freight as cheap as by railway express, at rates from 10 to 13.5 cents per ton-mile.

The crane was made by the Cleveland Tramrail, Div. of Cleveland Crane & Engineering Co., Wickliffe, Ohio.—DandW.

Glass Blocks Replace Worn Out Metal Sash

A SHORTAGE of materials makes the replacement of worn out metal sash a pressing problem in many industrial buildings. Recent experiments indicate that Insulux glass blocks can be readily adapted as panels for any existing window opening. Actual factory openings were studied in the tests. The old sash was first removed, the masonry opening trimmed up and the sill painted with an asphalt emulsion—especially developed by Insulux engineers for use with glass blocks.

Wood chases were then erected at the jams and head, after which expansion strips were put in place. The glass blocks



were then laid up in mortar; the panel edges were packed tight with oakum, then caulked. Cleaning completed the job.

The tests revealed that the use of wood chases and filler strips to compensate for any difference between block units and the size of the existing opening provide a practicable solution. If necessary, these wood members can be easily replaced, or covered with kalomein or metal plates after the emergency. In some instances, chases can be cut in existing masonry, eliminating the need for wood chases.

In those cases where it is necessary to provide for ventilation in the panel, this was provided for by means of wood sash in wood frames inset in the glass block panel. The sash opening was so sized that the wood sash and frame could be removed at some later date and refitted with standard size steel sash. Made by Insulux Div. of the Owens-Illinois Glass Co., Toledo.—DandW.

Wood Filing Cabinet

A COMPOSITE wood filing cabinet using only 2.7 per cent metal has been placed on the market as a result of the W.P.B. order curtailing metal office furniture production. The Fortyniner, as it is named, has 4 drawers, each of which is supported on 10 fibre rollers. Made by Horder's Inc., Chicago.—DandW.

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Los Angeles Whse. Pooling Groundwork

The Los Angeles Warehousemen's Assn. has held a series of meetings to lay the groundwork for local participation in the Federal storage program. Charles G. Munson, secretary-treasurer of the group, states that active consideration is being given by various committees to the many angles of the O.D.T. plan. Attention is centering on patterning the program after the Philadelphia plan, described in the June issue of *DandW*, although how closely this will be followed has not yet been determined.—Herr.

Bekins Acquires 9-Story Pasadena Bldg.

Bekins Van & Storage Co. has acquired a modern, 9-story building at 91 No. Raymond Ave., Pasadena, Cal., and has completely remodeled and renovated it for use as a household goods storage warehouse.

The reinforced concrete structure, containing 47,700 sq. ft. of floorspace, supplements a Bekins warehouse at 511 So. Fair Oaks Ave., which has been in operation in Pasadena for a number of years.—Herr.

S. F. Warehouse Movements Heavy, But No Congestion

Although warehouse activity in the San Francisco region is heavy on account of war demands, plus the normal seasonal increases in demands on warehouse space, warehouse operators and waterfront officials join in declaring that there is no congestion so far, and that none is looked for. "We have no pier, no freight car congestion and none are expected," says Joseph F. Marias, president of the Board of Harbor Commissioners, who also regards the warehouse situation as "satisfactory."

S. M. Haslett, Jr., of Haslett Warehouse Company, says "warehouses may be full up one week, but pretty well cleared out the next." At the present time, the available public warehouse space is fairly well used up—to some extent with goods accumulating here for ship movements. This is also the start of the big harvest season in California.

For the present, the situation with respect to storage of grain is in hand. Warehouse operators have bought up cotton sacks to supply to farmers, and some paper sacks are also being used for agricultural commodities normally shipped and stored in jute bags. All available second hand sacks are being used.—Gidlow.

California Harbor Board Gets Deficiency Allotment

War demands on California port facilities have caused the California State Harbor Board to spend considerably more this year than was anticipated, so that the Board has had to ask for a deficiency allotment to take care of increased expenses. A preliminary grant of \$181,000 has just been made by the State Finance Director, George Killion. The Harbor Commissioners, in requesting this deficiency allotment, particularly specified war demands on the Harbor facilities, especially in San Francisco, as reason for the increased funds. Commissioners said more Belt Line Railroad crews had been required to handle increased military shipments; additional dredging has been undertaken; also labor wage increases have been granted.

Joseph F. Marias, Harbor Board president, told *DandW* that this is the first time during his regime that the Harbor Board has exceeded its budget, but that he anticipates increased spending due to war demands on harbor facilities may make it necessary for the Commission to ask for as much as half a million additional in funds this year. Marias em-

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phasizes, however, that the money actually belongs to the Harbor Board. However, cash going into the Harbor Board fund goes out of the Commission's control and when the budget is exceeded, it is necessary to make an appeal to the Board of Control for a deficiency allotment.—Gidlow.

L. A. Port Tunnel Asked

Governor Culbert Olson of California has asked President Roosevelt to consider an improvement to Los Angeles harbor which it is claimed has the support of the Army and Navy, business, labor, and other bodies. The project the President is asked to take under advisement is a "T Tunnel" to link Long Beach with Los Angeles Harbor and Terminal Island. At present these points are served only by a small bridge said to be overtaxed by present demands, and a ferry service. The T tunnel would cost several million dollars. The Governor's proposal asks that the funds be supplied by the Federal Government.—Gidlow.

Haslett Enlarges Stockton Operations

The Haslett Warehouse Co., has had to enlarge its Stockton warehouse operations and expects to make even greater expansion in the near future. The public warehouse company has taken 4 new buildings, affording about 200,000 sq. ft. of storage space. The buildings are of brick or corrugated iron and wood, fairly modern in construction. The additional space will be used by local business, and to take care of war commodities. Haslett is reported to be looking for more space in the Stockton area, but suitable buildings are scarce. The company has operated its Stockton branch of the business for 20 yrs., according to S. M. Haslett, Jr. In addition to its general public warehouse space in the Stockton area, Haslett has a brandy warehouse totaling some 20,000 sq. ft.—Gidlow.

Letters to Editor

(Continued from page 23)

received from individuals in 18 States.—H. Deane Morrow, traffic manager, Hillyard Sales Co., St. Joseph, Mo.

Editors Note. We reproduce on page 23 the printed formula which Mr. Morrow has so kindly given us to publish for the benefit of those readers who may find its use practicable.

Airplane Industry's Expansion

HAVE you any information on the airplane industry, as to the advancement and expansion? If so, will appreciate this data.—Liberty Transportation.

Answer: According to an article published in *Midwest Purchaser*, in January, 1942, employment in manufacture of planes is as follows: Jan. 1, 1940—94,260; January, 1941—93,790; January, 1942—408,230. In other words, in the space of 2 yrs. there are more than 4 times the number of workmen employed in this industry. Moreover, in the space of 3 yrs. the plane industry has increased in the same relative proportion as was required in a period of 30 yrs. for the automobile industry.

Obviously, this rapid increase and expansion resulted from proved advantages and necessity for winning wars. However, in view of the fact that after the war many thousands of young men will have had training as fliers, there is no doubt but that this industry will continue to flourish. This is so because those who have had "air-minded" training will live their lives with continued desire for use of the air and planes for

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Large buildings of modern construction, total floor area 204,000 square feet, of which 109,000 square feet is of fireproof construction.

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Heated rooms for protection against freezing.
Member of American Warehousemen's Association

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(See Advertisement in Directory issue, page 112)

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DAVIS STORAGE COMPANY

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Modern Fireproof Merchandise Warehouse
Private seven-car Siding, adjacent to Steamship and R. R. Terminals. Pool and stop over cars distributed.
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Motor Truck Service to all towns in Connecticut.
Low Insurance Rate. Prompt, Efficient Service.

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Agent ALLIED VAN LINES, INC.

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Members: AWA, NFWA, CWA, New Haven, Chamber of Commerce, Hauling Agent Allied Van Lines, Inc.



transportation. Furthermore, in consideration of the large number of persons now employed in this field there is no doubt about future new advantageous and greatly improved inventions in this art, whereby safety devices will be utilized and thereby induce numerous persons to fly who now have no desire to do so. As a matter of proved facts no industry in the past has advanced rapidly until a relatively large number of persons became employed in the manufacture of the required equipment. Soon afterward, new and improved methods and inventions were perfected and the manufacturing cost was automatically reduced, and safety devices were conceived with the result that in the particular industry rapid and important advancements were forthcoming.

Australia Surcharge Authorized

The War Shipping Administration has authorized General Steamship Corp. to make a surcharge of 26 per cent on any freight rates covering shipments to Australia and New Zealand. The steamship company is further permitted to make the surcharge retroactive to June 25. Formerly, a 13 per cent surcharge was in effect.—Giddlow.

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Union Terminal Warehouse Company

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Merchandise Storage—Custom Bonded—Pool Car Distribution
Reconsigning—Trucking Service—Trackage 52 Cars
Reinforced Concrete—Sprinkler System—A.D.T. Service
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Rental Compartments—Sub-Postoffices
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PRIVATE RAILROAD SIDINGS—Atlantic Coast Line, Seaboard Air Line.
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Merchandise Storage
Pool Car Distribution
Commercial Cartage
Water & Rail connections
Low Insurance Rate
Household Goods Storage
Moving—Packing—Shipping
Agents Allied Van Lines
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Members: AWA—NFWA

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Loans on Stored Commodities. Sales Representation. Privately Bonded.
Pool Cars Handled.
Located in heart of Tampa. General merchandise—Cooler and sharp freezer cold
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The Fastest Freight Service Between Atlanta and
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CUSTOMS BONDED AND INSURED
Ask us to quote on all kinds of shipments received from
and delivered to Steamship Lines—Serving the
Port of Savannah

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Atlanta Office
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Invested Capital \$325,000

Lowest Warehouse Insurance Rate in Atlanta

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Eastern, Western & Gulf ports—track con-

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Negotiable Warehouse Receipts Issued

Pool Car Distributors

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Shipments by Palletized
Unit Loads

(Concluded from page 16)

merchandise warehousing industry is going to be called
upon to accept shipments of this type. Now is the time
to prepare.

Methods which are developed under war emergencies
generally prevail in some measure in our industrial
economy after peace is declared, and there is no doubt
that if the Army and Navy bring about the shipment
of palletized unit loads, this method will continue into
our peace time economy. Therefore, the warehousemen
should be very familiar with all of its development.

Rate Increases Can't

Be Added to Cement Prices

Freight rate increases allowed by State or Federal
regulatory bodies cannot be added to the prices of
cement sold on a delivered basis by cement manufactur-
ers if the price for the delivered cement would then
be above the highest prices charged in March, 1942.
The Office of Price Administration announced May 30.

In a letter sent to 85 cement manufacturers and
signed by Harold Leventhal, assistant general counsel
for O.P.A., it was explained that Section 2 of the Gen-



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2 Blocks from New Union Station
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Liberal Loans Made on Staple Commodities

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CROOKS TERMINAL WAREHOUSES

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Capacity 1200 Carloads

Insurance Rates as Low as 12c

OPERATING SPACIOUS WATER FRONT WAREHOUSE
AT 103RD STREET & CALUMET RIVER

Also operate three modern warehouses in Kansas City
and the Overland Terminal Warehouse Company at
Los Angeles, California



SOUTHSIDE RESHIPPING WAREHOUSES
CHICAGO

CHICAGO'S MOST MODERN
WAREHOUSES

eral Maximum Price Regulation provides that the maximum price for any commodity sold on a delivered price basis cannot exceed the highest delivered price charged during March, 1942.

Another portion of Section 2, the meaning of which was clarified for the cement manufacturers, reads as follows:

"No seller shall require any purchaser, and no purchaser shall be permitted to pay a larger proportion of transportation costs incurred in the delivery or supply of any commodity or service, than the seller required purchasers of the same general class to pay during March, 1942, on deliveries or supplies of the same or similar types of commodities or services."

The letter explains:

"Where sales were on a delivered basis, no portion of the transportation costs was paid by the purchaser. He paid the price quoted to him, which was not stated as containing any portion of the transportation costs of the seller, without regard for any of the items the seller may have considered in establishing that price. Accordingly, under these circumstances, the sentence referred to cannot be utilized by the seller to pass on increased transportation costs to the purchaser."

Since Section 1 of the General Maximum Price Regulation provides that a commodity cannot be sold at a price higher than that permitted by the regulation regardless of any contract or other obligation, the interpretation is applicable to cement manufacturers even if their price lists or contracts state that prices will be increased to reflect freight rate increases and taxes on freight charges during periods such increases are effective.

The manufacturers are also advised that this interpretation applies irrespective of previous rulings, even in cases where individual manufacturers prior to the issuance of the General Maximum Price Regulation were allowed to adjust prices which reflected freight rate increases. The maximum price which can be charged now by manufacturers for cement on a delivered price basis is determined only by the provisions of the General Maximum Price Regulation.

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The best of re-shipping facilities—direct tunnel connection with all
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Every facility for efficient storage and distribution of your merchandise.

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Tunnel connection all railroads for L.C.L. shipments. Next door Parcel
Post Bldg. for economical and speedy handling of Parcel Post shipments.

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Our huge connected modern warehouse units are located centrally with respect to All Chicagoland—on private well paved streets—with ample parking and loading spaces, including second floor level roadway and truck elevators.

A Chicago Junction Railway union freight station under the same roof provides fast shipment service without transfer or cartage expense.

Here are swift freight elevators, plenty of them—natural light on all sides—clean modern quarters for offices or light manufacturing use—heat and power as required.

Whatever your space needs, in extent or arrangement, come first to see these modern units "Central to All Chicagoland" and learn more about these and other features which recommend them.

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JOYCE

New Literature

Wilkening Mfg. Co., Philadelphia and Toronto maker of Pedrick piston rings, has a new 60-page manual on motor reconditioning. The entire manual is generously illustrated with photographs, drawings and charts.

Standard Conveyor Co., N. St. Paul, Minn., has issued Condensed General Catalog No. 307, giving full information on a line of conveyors engineered to meet package handling problems. Contains 24 pages of illustrations and general descriptive matter covering interesting conveyor and pneumatic tube applications in various industries handling packaged merchandise. Of special interest to engineers, architects, contractors, plant managers, superintendents, and officials of war and civilian industries and U. S. war purchasing divisions.

O. H. Adams Co., Milwaukee, has interesting literature on its Bomb-Quench for combating incendiary magnesium bomb fires. Reports are available on results of demonstrations before municipal and Army officials.

Service Caster and Truck Co., Somerville, Mass., its new circulars L-111 to L-118, describes some of the new developments and adaptations of standard types of materials handling equipment which it manufactures. Its LT-6 to LT-10 series of circulars describe special adaptations of lift trucks and devices.

National Door Manufacturers Assn., Chicago, has developed a comprehensive manual of information on the use of wood sash, particularly interesting in the present priority situation in respect to metals. The manual contains specifications and detail drawings for all types of sash made of wood.

"Modern Ship Stowage," a manual by the Dept. of Commerce, will assist utilization of ship cargo space, minimize damage, and facilitate loading and discharge of cargoes. The manual describes modern and efficient methods of receiving and handling cargo at the ocean terminal, and follows every movement of the cargo until it is stowed in the vessel's hold. Emphasis is laid on methods that have been found effective in speeding up the discharge of inward cargo and the loading of outbound goods in order to reduce to the minimum the ship's stay in port. One section of the manual lists stowage factors pertaining to weight and measurement of over 10,000 commodities carried in ocean trade and shows the number of cubic feet occupied by one ton of the commodity as packed for shipment. Other sections describe shipping, packing, and stowage terms, weights and measures used in world-wide ocean shipping, and cite the principal U. S. laws governing the stowage and carriage of sea-borne cargoes. Priced at \$1.50. Write Supt. of Documents, Government Printing Office, Washington, D. C.

2 Properties Leased by North Pier Terminal

The North Pier Terminal Co., Chicago, has leased the property of the National Brick Co. at Chicago Heights and the concrete, fireproof warehouse of the National Tea Co., same location. The National Brick building is 1,200 by 80 ft., and is equipped with two 5-ton gantry cranes having a horizontal clearance of 30 ft. The property will be operated as the North Pier Chicago Heights terminal and will be used for the storage of steel, machinery, trucks, etc. It is located in the Chicago switching district and is served by the Chicago Heights Terminal Transfer R.R.

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45 Years of Reliable Service



Lincoln Storage and Moving Co., Inc.
4251-59 Drexel Blvd. Chicago, Ill.
Government Bonded Warehouse
Storage—Packing—Shipping
Local and Long Distance Moving

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**A complete warehouse organization
fully equipped to handle merchandise
rapidly and economically**

with convenient locations for local trade and excellent transportation facilities for national distribution. Chicago Junction In and Outbound Union Freight Station—direct connections with thirty-eight railroads. Receiving Stations for Railroads, Express and Truck Lines on premises.

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Interstate moving of H.M. goods—Nationwide agents and warehouse facilities in all key cities. I.C.C. Permit 542866

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TO TRAFFIC MANAGERS: Our tariff is very low. Wire or write us when transferring personnel.
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Come to North Pier Terminal



NORTH PIER TERMINAL

Largest warehouse in the Great Central Market territory.

Especially adapted for combination of office and warehouse or factory. • Splendid shipping facilities including all phases of transportation. • Rail, water, tunnel, truck. • Track capacity 150 cars. 2500 feet of dockage for boat unloading. • Direct water service from Eastern Seaboard, Gulf and Canada. • Direct free tunnel connection all railroads. • Universal station in building for out of town truck shipments. • Low insurance rates. • Heavy floor load. • Ample free parking. • Good local transportation. • Our general storage division operating in separate buildings with same facilities. • Storage in-transit, pool car distribution, customs bonded. • Write for monthly publication, it is free, no obligation to you.

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SENG WATERWAY WAREHOUSE

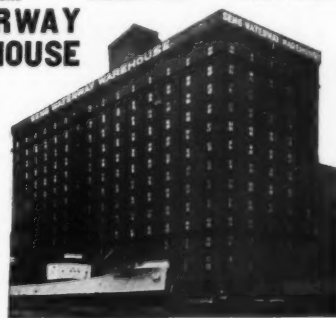
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For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.

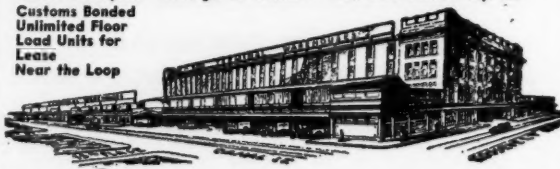
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DEPEND ON FRED REMER
ALWAYS ON THE JOB TO SERVE YOU"**REMER STORAGE & VAN CO.**
5822-5824 N. WESTERN AVE.Commercial Hauling & Moving in Chicago &
Suburbs for 34 Years**Member AMERICAN WAREHOUSEMEN'S ASSOCIATION****500 TERMINAL WAREHOUSE** "The Economical Way"

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Year-round candy storage, pool car distribution, negotiable warehouse receipts. Storage in transit. One-half million sq. ft.

Customs Bonded
Unlimited Floor
Load Units for
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SYKES SERVICE

Fully sprinklered warehouse building for merchandise storage exclusively.

Centrally located—only 12 minutes from the loop. Complete warehouse service with personal supervision. Pool Car Distribution

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Merchandise Storage and Distributors

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Prompt Delivery and Best of Service.

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A half million feet of modern warehouse space where you have every advantage for receiving, shipping and reshipping. Track space accommodates 360 railroad freight cars. 70 ft. covered driveways practically surround the clean, light and airy warehouse.

Located on the edge of Chicago's famous Loop and only one block from the mammoth new Post Office, Western Warehouse is in the heart of all business activity. Write for complete information.

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MOVING—PACKING
Licensed—Bonded—Insured Carriers

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Telephone 4381 and 4382

Joliet Warehouse and Transfer Company
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Best distributing point in Middle West

Located on five Trunk Lines and Outer Belt which connects with every road entering Chicago.

No switching charges.

Chicago freight rates apply.

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OF SATISFACTION.**FEDERAL WAREHOUSE CO.**

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Peoria is the logical Center of Distribution for Illinois. We will be pleased to explain our service and facilities.

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- Private Siding
- Motor Truck Terminal

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BARTLETT WAREHOUSEModern Plant C.&N.W. Siding Free Switching
"Sparkling Service"

502-514 Cedar St.

Phones: Main 133, 134

Waterways and Terminals

(Continued from page 25)

Shippers maintaining forwarding agencies for profit on and continuously since Oct. 1, 1941, may continue such operations unless the Commission denies the application for permanent authority which they must file.

More Lakes Ships for Ocean Service

The W. J. Connors and the P. E. Crowley, 2 Great Lakes Transit Corp. package freighters, have been ordered to ply in coastwise service to help relieve the shipping shortage. It was not reported who will operate the boats.

The boats were scheduled to dock in Chicago where preparations are being made to remove their super-

structures and float them down the Chicago Barge Canal and the Mississippi River.

Reports that several other ships in the G.L.T. fleet will be sold for ocean service were unconfirmed, but negotiations are underway. President H. Townsend Hoopes of G.L.T. has been in Washington conferring with maritime authorities.

Vessel interests have also heard that the passenger ship, Octorara, now moored at the City Ship Canal at Buffalo, would be taken over by the Coast Guard. Other Great Lakes vessels may be called upon to perform ocean service if it is found that it is practical to take the vessels through the Illinois Barge Canal.

Several ships in the fleet of the Nicholson Transit Co. and the Gartland Steamship Co. have been mentioned in marine circles as ships which may leave the Great Lakes and be placed in ocean service. The Connors and the Crowley have been sailing the lakes for 40 yrs. This year they have been carrying grain.

U. S. Barge Line Extension Asked By Florida Governor

A spokesman for Gov. S. L. Holland of Florida has proposed that the Federal Barge Line be extended to that State and Atlantic Coast inland waterways to ease the Eastern shortage of oil transportation facilities.

T. A. Johnson, head of the Florida road department and State petroleum co-ordinator, told a Senate commerce subcommittee that the Inland Waterway Corp.—which now operates in the Mississippi and its tributaries and in gulf waterways—should “complete the whole picture.”

A State survey on May 23 showed that 45 of the 351 tugs and 70 of the 521 barges in Florida were idle, Johnson said.

Sen. Arthur H. Vandenberg (R., Mich.), inserted into the record a letter from Harold L. Ickles, petroleum co-ordinator, which said that two 8-in. pipe lines from Port St. Joe on the West Coast of Florida to Jacksonville on the Atlantic are under consideration.

Ickles said he had submitted to the Reconstruction Finance Corp. a proposal by American Liberty Pipe Line Co. to build the line at a cost of \$3,000,000 in 3 mos. A proposal to build a similar line by Sublik Oil Barge Co. will be submitted shortly, Ickles informed Senator Vandenberg.

Ickles said only one line would be justified, and that it would provide “only a small, although important” part of the needed transportation.

An assertion by Ickles that there was a shortage of steel barges to carry oil to the starting point of the proposed line at Port St. Joe drew sharp criticism from senator Pepper (D., Fla.).

“Wood barges could be used,” he said. “We’re not taking advantage of what can be done. The Secretary of the Interior really prefers a national pipe line from Texas. I don’t believe he’s giving serious attention to building barges.”

Shippers Seeking Storage Facilities to Bar Congestion

Diversion of transportation services from the New York area, speed-up in the handling of shipments and various other changes in regulations and wartime restrictions which have marked the transportation picture since Pearl Harbor have forced local shippers and consignees to seek many new methods in effectuating and accepting shipments.

The burden of obtaining the highest possible amount of transportation efficiency has fallen largely upon

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With the most modern and most unusual River-Rail-Truck Terminal and Warehouse in the United States. Sprinklered—A.D.T. Located only ninety miles from the country’s center of population. Served by six large railroads, many motor freight lines and the American Barge Line, Mississippi Valley Barge Line, Union Barge Line and independent towing operations.
Merchandise and food commodities of every description, from every part of the globe, can conveniently reach, be economically stored, and then efficiently distributed from Evansville.
Write for booklet completely describing the many unusual services available.

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PETTIT'S STORAGE WAREHOUSE CO. “Fireproof” Buildings STORAGE, TRANSFER, DISTRIBUTION

Located in Center of Business District

We have our own truck line and are equipped to make prompt deliveries.
Private siding

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General Merchandise—Storage and Distribution
Established 1922 (Tel.—Ham’d 3780-81)
E. C. Faure Plummer Ave. & State Line St.
Vice-Pres & Mgr. (Tel.—Chicago—Ent. 2200)
FACILITIES—150,000 sq. ft., Fireproof, concrete-steel-brick const. Siding on IHB RR: cap. 50 cars. Located within Chicago switching district. Transit privileges.
SERVICE FEATURES—Motor term. on premises—hourly del. to Metro. Chicago and suburbs.
Members of American Warehousemen’s Association, Indiana Warehousemen’s Association, Indiana Chamber of Commerce.

HAMMOND, IND.

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ATTENTION SHIPPERS

The warehouseman will keep you informed of local tax, legislative and labor conditions, which mean real money to the manufacturer.

shippers who now must generally take delivery of freight almost directly upon arrival and also must frequently divert shipments from one port to another upon sudden notice.

Many consignees in the area finding themselves in the position of having to take delivery of freight on extremely short notice are resorting to space in many types of buildings never before used for storage, while others are establishing distribution set-ups beyond the metropolitan area. Some have taken up leases formerly held by automobile dealers and are using showrooms for storage purposes, while others are investigating the possibilities of using garages whose occupancy is now low due to the great drop in transient car traffic.

Several receivers of large-size freight shipmen's have reported the establishment of storage depots on Long Island, and at other points outside the metropolitan area. Some consignments, able to withstand weather shocks have been trucked to certain sites and placed in ground storage.

With the tremendous amount of freight that has been running through the port, shippers who have been receiving shipments for export have been co-operating in keeping the area as liquid as possible by adhering closely to the Assn. of American Railroad's permit system and the recent O.D.T. orders. It has been pointed out that shipments through the port have been running 25 per cent above last year and 40 per cent above 1940.

Last-minute diversions of vessels to other ports, or sinkings, have left goods stranded, sometimes at dockside, despite the adherence to the permit system, which requires evidence of steamer bookings before shipment of goods can be made to seaboard.

Shippers report that trans-shipment by vessel to foreign destination of goods which have already arrived at port is rarely a matter of days, but usually of weeks. The tight situation of shipping tonnage has caused some materials to be left in ground storage for as long as 8 mos.. It was said that shippers may look forward to a curtailment of ground storage privileges due to the accumulation of such stranded shipments and other reasons, such as increasing demands of Governmental agencies.

Reconsignment to other destinations has become the most used procedure in clearing various areas. While the Pacific Coast area has been receiving a good share of the traffic diverted from this N. Y. area, and while shippers feel an increasing amount of goods will be recognized there, New Orleans and other Gulf ports have thus far received the majority of shipments.

Shippers have continued to have documents prepared in New York for shipments moving through outports, where facilities sometimes cannot bear the load of the numerous shipments being made.

Time consumed in making a shipment has increased far above that required in normal time. Last-minute shipments, for instance, and attempts to catch sailings at New Orleans have been avoided by shippers because of the fact the Belt Line Railroad, which performs all the physical operations necessary for the transfer of shipments from incoming roads to steamers, requires about 5 days to effect transfers.

Also, shippers pointed out, attempts to catch sailings frequently resulted in heavy demurrage charges and tended to congest the port.

Other shippers have taken freight from the New York area and have forwarded it to interior holds or storage points, while looking for the best alternate routes to be used in making shipments to foreign destinations.

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Incorporated 1918

General Storage and Distributing

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Member of A.C.W.—A.W.A.—N.F.W.A.—Agent A.V.L.

Baltimore Organizes Whse. Pool

The Federal Emergency Warehouse Assn. of Baltimore has been organized. J. F. Laughlin, general manager of the Terminal Warehouse Co., is president. Other officers include the president and W. G. N. Rukert, Rukert Terminals Corp., vice-president; H. C. Konow, Baltimore Fidelity Warehouse Co., treasurer and manager; C. M. Wrightson, Camden Warehouses of the Baltimore and Ohio Railroad, secretary; and A. N. Smith, of the Belt's Wharf Warehouses, assistant secretary-treasurer.

The board of directors includes: J. C. Brown, Camden Warehouses; O. H. Nance, Canton Company; N. C. Settle, McCormick Warehouse Co.; and T. E. Witters, Baltimore Fidelity Warehouse Co.

Members of the Maryland Warehousemen's Assn. have contracted so far with the Div. of Storage of the O.D.T. to allot 340,000 sq. ft. of their present storage space for exclusive Government use.

The Emergency group is desirous of contacting the owners of buildings where a minimum of 50,000 sq. ft. of space is available for lease to the Government, the larger the space the more desirable.

It is understood that whenever buildings are acquired, a fair and reasonable rental will be paid by the Government for a year-to-year lease on the property. No additional buildings will be considered or acquired, until they are needed, and owners of property are not to offer their facilities to the Government direct; the local warehousing organization has been set up for this purpose.

The Emergency organization will extend its activities Statewide.—*Ignace.*

Switching Time Slows Up Good of Speedier Loading

Shippers complained at the Chicago meeting July 9 of the Midwest Shippers Advisory Board that time saved in loading and unloading freight cars has been lost because the railroad switching crews cannot remove the cars fast enough from the shipping platforms. The Vigilance Committees on Car Efficiency, however, were praised for their record in May, 1942, i.e., handling 25 per cent more freight with 2 per cent fewer cars than in May, 1941. Some fear was expressed that traffic managers may have difficulty in justifying the overtime for Saturdays and Sunday work recommended by the Committees to speed up car turn around. It was agreed, however, that there should be no let-up in the vigilance program to keep the freight cars rolling.

An interesting sidelight was the revelation that in some communities loading and unloading of freight cars has been placed on a sporting basis. Shipping room crews in rival industrial plants compete against each other to see which can do the fastest job. Winners in one city are then challenging crews in other communities.

A. H. Schwietert, chairman of the Midwest Board's Vigilance Committee, stated in regard to speedier unloading of cars, "we're beginning now to figure the detention in hours not days." He also stated that in regard to the average l. c. l. load, results have far exceeded expectations. Fifty per cent of the cars had reached the 8-ton minimum set for July 1 long before that deadline arrived, while 60 per cent have already reached the 10-ton limit set for Sept. 1.

In the Midwest there has been a reduction of 33 to 49 1/2 per cent in number of l. c. l. cars, the Chicago area figures for May and June being 54,434, as compared to 81,916 for the same period in 1941. Few complaints on l. c. l. shipments have been received since May 1. There was some delay, but nothing serious and

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Connecting all railroads via

Union Freight Railroad Co.

A.D.T. Service

Motor Truck Service

Member of Mass. W. A.

no increase in loss or damage claims, although expected. Only 15 complaints were received in May and 10 in June regarding failure of consignee to completely clean out cars, as compared to 60 complaints for the same months last year. A check also revealed that not all these complaints were chargeable to consignee, as some had been requested to leave all dunnage in cars so that a complete study of damages could be made by the railroad involved.

Senator Clyde Reed's proposed Federal bill increasing demurrage charges as a means for cutting down car delays was roundly denounced by various speakers who asked "off the record" protection by the press for their remarks. The general attitude was that the aim of the bill are already being accomplished by voluntary cooperative action through the vigilance program, and that the Kansas solon's measure is an "unwarranted coercive threat" against shippers and carriers.—Shawnee

To Discuss Distribution's Part in Winning the War

Distribution's Part in Winning the War and Post-War Adjustment of Business are to be the main themes at the Boston Conference on Distribution, to be held at the Hotel Statler, Boston, Oct. 5-6.

Several notable speakers have already accepted invitations to appear on the program. On account of the war situation, announcement of their names will be delayed until August.

"The program," says Daniel Bloomfield, director of the Boston conference, "is tied in very definitely with the war program of the Government and with the necessity of business to do some sound thinking as to how it will adjust itself to the war situation. This does not mean waiting for the war to be over. There are forces at work now trying to make plans for business, and, unless business does its own thinking, it will be caught in a tough situation."—Wellington.

Electric Industrial Truck Sales Double

Domestic bookings of electric industrial trucks in May, 1942, were more than double those of the same month in 1941 and 33 per cent ahead of April, 1942.

Industrial Truck W.P.B. Control Order

The War Production Board has ordered strict control of the production and distribution of industrial power trucks, those used primarily for materials handling in and around warehouses, factories, docks, etc. General limitation order L-112 is designed to cut the use of critical materials to a practical minimum and limit manufacture of models to those required to do the job for the duration of the war. As a result, manufacturers are now prohibited from accepting any order for an industrial power truck other than an order rated A-9 or higher on preference rating certificate PD-1a or PD-3a. Neither may manufacturers deliver or others accept delivery of any truck of this type except on an order placed before July 10 bearing a rating of A-1-A or higher, or on an order placed after that date rated A-9 or higher on PD-1a or PD-3a. Such restrictions, however, do not apply to equipment placed in the hands of a common or contract carrier before July 10, for shipment to a purchaser.

Construction is prohibited after July 10 of any industrial power truck which is not a standard model as described in a manufacturer's catalogue as of that date and as specified in List A attached to the order. Certain exemptions are provided for special-type trucks.

After Aug. 5, manufacturers may not begin production of any standard model which is not an "approved standard model," the types of which will be set forth from time to time in supplementary orders.

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Largest Pool Car Distribution Specialists for New England

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General Merchandise and Household Goods Storage. Cold Storage for Butter, Eggs, Poultry, Cheese, Meats and Citrus Fruits

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Wyoming and Brandt Avenues

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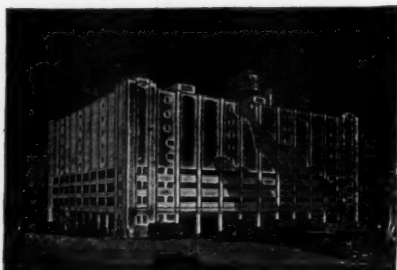
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Would Protect Distressed Cargoes Held at Ports

Requisition by the Government of all distressed cargoes in American ports owned by nationals of friendly nations has been recommended by the Foreign Commerce and Shipping Committee of the Los Angeles Chamber of Commerce.

The committee's recommendation pointed out that the United States has a moral obligation to protect the interests of its friends and customers, and that the future of the country's export trade will suffer when foreign buyers realize that they have met with great loss without protection.

Many foreign customers, the report stated, had placed orders in the United States, the cargoes being on the high seas or in process of loading on Dec. 7.

The merchandise became distress cargo when the ships in port were ordered to unload and ships at sea were instructed to return to the nearest American port for discharge of cargoes.

The committee pointed out the strange paradox which has developed in that, if the vessels had been sunk the owners of the cargoes would have been reimbursed through insurance payments placed to their credits, whereas, under the existing situation, their losses will continue to increase unless corrective steps are taken. It was also pointed out that the cargoes lost their status as export goods when ordered back to ports and are now subject to assessment by county tax assessors. —Herr.

Boyd, Minneapolis, Celebrates Golden Anniversary

Boyd Transfer and Storage Co., Minneapolis, Minn., is celebrating its 50th year in business. The first unit of the company's warehouse was built in 1905. It has been added to 4 times since then. It is estimated that Boyd has stored over 50,000 lots of goods since the warehouse was opened. The company's general offices have undergone a rather thorough refurbishing in redecoration, installation of fluorescent lighting, sound-proof ceiling, new asphalt tile floor, new counter with built-in steel files, and refinishing of all the desks. Officers of the company are: president and general manager, L. M. Chamberlain; vice-president and treasurer, V. P. Chamberlain; vice-president and secretary, W. R. Gallup; and general superintendent, C. L. Elliott.

Perishable Holdings at Record

Reports to the Dept. of Agriculture show that the occupied space in refrigerated warehouses on July 1 was 58 per cent of cooler and 69 per cent of freezer capacity. This is an increase of 3 per cent in cooler space and 4 per cent in freezer space, compared with June 1. Increases were for frozen vegetables, cheese, eggs, frozen and cured beef, lamb and mutton and frozen trimmings and offal. Stocks of frozen fruits, creamery butter, frozen poultry, frozen and cured pork and lard were below those of a year earlier.

An outstanding increase was shown for American cheese which indicated an all-time high of 228 million pounds or 107 million above that for July 1, 1941, and 131 million above the 5-yr. (1937-41) average.

Frozen egg storage also created a new high with a total of 277 million pounds, 98 million heavier than a year ago and 122 million above average.

These high inventories can be attributed in large part to Federal Surplus Commodity Corp. holdings of nearly 64 million pounds of cheese and about 5 million pounds of frozen eggs.

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Wolverine Storage Company, Inc.

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STORAGE AND MOVING, PACKING
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... AT WAREHOUSE COST

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Merchandise warehouse completely sprinklered—State Bonded. Pool cars distributed. Close to metropolitan Minneapolis and St. Paul, Northwestern Terminal places at your disposal 20 trucks, 15 tractors and 50 semi-trailers—complete motor equipment.

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On railroad siding—Lowest Insurance rates

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**it's the A-B-C FIREPROOF
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by the
Wholesale
District"

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West Fourth St.

**Claims There Is
Plenty of Sugar**

Senator John Thomas of Idaho has inserted in the *Congressional Record* a letter from the president of the Amalgamated Sugar Co., Ogden, Utah, which makes an issue of present sugar rationing in the light of apparent surpluses held in storage.

The letter states that Amalgamated produced 2,330,336 bags of 100 lbs. each during the last operating season and that the company still has 1,393,860 bags of this sugar unsold. The writer wants to know why this sugar can't be sold in order to make room for new production.

With only 5 mos. left to sell its holdings, the company estimates it will have about 800,000 to 900,000 bags on hand when the new sugar crop arrives. The 1942 crop, it is estimated, will be larger than last year's yield. As a result, the company is faced with the following situation: it must produce 3,000,000 bags of sugar, which with a carryover of about 850,000 bags means a total accumulation of 3,850,000 less sales for the coming 5 mos. At the present rate, the company figures it will have about 3,500,000 hundred pound bags of sugar on hand by the end of the year and none to whom to sell it.

The company has storage for 2,500,000 bags. It faces the problem of moving 1,000,000 more bags during this coming Fall period, when the railroads will be taxed to their very limit and beyond; when storage space everywhere will be at a premium.

The company, it is claimed, is but one of many in this country, that faces the further probability of shutting down the refineries with a perishable crop in its hands. The problem, it is stated, can be solved by increasing the sugar ration one pound per week per person and 30 pounds per person for canning. This is estimated to be well within the capacity of the U. S. sugar supply situation.

**Barges May Haul
Cuban Sugar**

It is reported that the Government is planning to expedite construction of wooden and concrete barges to move sugar from Cuba via an inland water route to U. S. Eastern ports. In this regard, it is stated that the U. S. Maritime Commission already has awarded a contract for the construction of 30 wood barges, 80 ft. long, which would be capable of carrying 1,000 tons of sugar each. This rate of 30,000 tons a week would allow for annual imports of 1,500,000 tons, but only 5 shipments were made in the barges across the narrow water span from Cuba to New Orleans. The broader projected plan, it is stated, is to move sugar from Cuba on barges to Eastern ports. There is opposition in some shipping circles, however, due to the fact that it is felt that these barges would be used after the war.

**Shippers Urged to Consoli-
date L.C.L. Goods for 1 Ship**

Shippers are being urged to avoid consolidating less-carload shipments which are to be carried by several steamship lines at Gulf ports. Forwarders in the Gulf ports have been overloaded with export paper work since the diversion of traffic to the Gulf and many face personnel problems. It was also pointed out that no "hold on dock" privileges are available at New Orleans because steamship lines are assigned wharves as their vessels come into port. Expeditious delivery to ships could be abetted by consolidating shipments to be made by one steamship line.

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LOWEST INSURANCE RATES

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IN THE HEART OF THE FREIGHT

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Truck docks—

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POOL CAR TERMINAL—Spacious, enclosed, sheltered loading Dock, facing wide Street in Wholesale and Shipping District on B&O-Alton Railroad siding.

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1889 53 Years of Continuous Service 1942

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Agents for Allied Van Lines, Inc.

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SERVICE FEATURES—Free lightorage, pool car distribution. Rental of
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able. American Export Line steamers dock at piers adjacent to warehouse.
Consign rail shipments to storer c/o Harborside Warehouse Co., Jersey City,
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96 to 106 ARLINGTON STREET

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**Purchasing Agreement
on Tea**

Tea for all of the United Nations will be purchased
by the Ministry of Food of the United Kingdom, it was
announced at a meeting of the Tea Industry Advisory
Committee at Washington, D. C.

An understanding for the purchasing agreement has
been reached between representatives of the British
Ministry of Food of the United Kingdom, the War Pro-
duction Board, the Board of Economic Warfare, the
State Department, and the Dept. of Agriculture.

The Ministry of Food, which acquires Great Britain's
supply of food from abroad, will make all purchases of
tea in India, Ceylon, and East Africa for all of the
United Nations. The tea will be allocated by a commit-
tee which will have headquarters in London, and on

which the United States Government will be represented.

The United States Government will create an agency of imports, purchasing only from the Ministry of Food. Machinery to carry out the agreement after the tea has been imported into the United States has not yet been set up, but it is the plan of the Government to purchase and import the tea in keeping with regular trade practices so far as is practicable.

Full mutual agreement on amounts and grades to be furnished and on prices to be charged the United States will be reached in subsequent discussions in London.

The purpose of the agreement is to stabilize the world tea market which has been disrupted by the war. In normal times, about 4/5 of the tea entering the world market is shipped from India, Ceylon, and the Netherlands East Indies; the other 1/5 from China and Japan. The loss of the supply from the Netherlands East Indies, China, and Japan has broadened the market substantially for tea from India, Ceylon, and East Africa, which normally supplies only a small amount of tea to the world market. The agreement is designed to correct the problems arising from this situation by equitable allocation of the available supply of tea to the importing nations, chiefly the United States and Great Britain, the two leading tea-consuming countries in the world.

Price Control

A chart depicting the effect of price control in limiting price advances in various groups of commodities during the 33 mos. from August, 1939, to April, 1942, was released July 21 by the Office of Price Administration.

Considering that O.P.A. only embarked on formal price controls in the Spring of 1941—18 mos. after the outbreak of the war—the chart gives ample evidence of the effectiveness with which the selective ceilings and agreements with producers operated to hold down prices in those fields where coverage was reasonably broad.

The General Maximum Price Regulation was issued on April 28, 1942, and brought under an over-all ceiling the balance of virtually all commodity groups used in the chart. Most raw farm commodities still are free of control because of the special standards set in the Emergency Price Control Act of 1942. Processed farm products, however—bread, canned goods, most meats, etc.—are covered by the General Regulation.

In the case of metals and metal products, 92 per cent of which were under O.P.A. controls on April 18, 1942, the chart shows that price increases were held to 12 per cent over the 33 mos. In sharp contrast, farm products, only 4 per cent controlled by last April, rose about 72 per cent during the same period.

Conversion of the chart's "bars" for the various commodity groups into figures, giving the percentage extent of O.P.A. control and the percentage increase in prices, yields the following table:

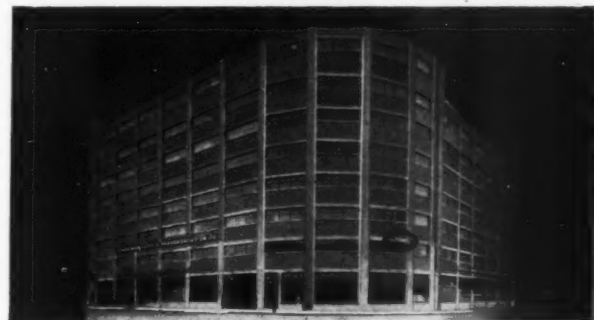
Commodity Group	Percent Under Control on April 18, '42	Percent Price Increase Aug. '39-April, '42
Metals and metal products...	92	11
House furnishing goods...	89	20
Fuel and lighting materials...	79	7
Miscellaneous...	63	23
Lumber and building materials...	50	23
Textile products...	39	44
Hides and leather products...	32	29
Foods...	27	47
Chemicals and allied products...	25	31
Farm products...	3	71

Grouping the various commodities by raw materials, semi-manufacturers, and manufacturers, the chart presents in picture form the following figures:

	Percent Under Control on April 18, '42	Percent Price Increase Aug. '39-April, '42
Raw materials...	46	50
Semi-manufactures...	94	25
Manufactures...	52	25

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"KEEP UP WITH THE MODERN DAY
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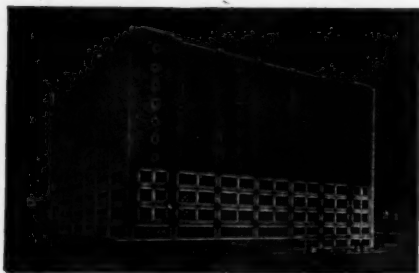
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Albert B. Drake, President

Established 1919

BROOKLYN WAREHOUSE — 184-198 Kent Avenue, Brooklyn, N. Y.
250,000 square feet reinforced concrete and steel construction. Floor load 250 lbs.
Sprinkler system A.D.T. Watchman. Insurance rate 7.2¢. Private siding
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SERVICE FEATURES—U. S. Customs Bonded. Pool car distributors. Motor
Terminal and transport service; fleet of motor trucks serving metropolitan area
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merchandise. Dry storage and temperature controlled rooms. Dock facilities for
lighters and barges. See Newark, New Jersey for additional facilities.

**N. Y. State Warehousemen Discuss
Tariffs and Other Matters**

At the 21st annual meeting, the New York State Warehousemen's Assn. in session at Oquaga Lake Deposit, re-elected Elmer S. Dayer, Dye Fireproof Warehouses, Inc., Buffalo, president. Also re-elected were S. E. Kerr, John B. Southee, Inc., Binghamton vice-president; and Edward J. Costich, B. G. Costich & Sons, Inc., Rochester, secretary-treasurer. Directors elected as follows: Emory Roraback; Arthur Blanchard; E. J. Costich; Elmer S. Dayer; H. T. Dwyer; Barnes Gilbert; Joseph W. Glenn; Frank E. Henderson; A. J. Kenlon, Jr.; F. J. Kindermann, Jr.; R. M. King; C. S. Morris; A. C. Rice; Louis Schramm, Jr.; G. K. Schuman; D. L. Tilly; H. E. Ward; K. B. Wilkes; M. I. Strauss; Ray Schramm; U. C. Leckinger; Jas. O'Neil; Wm. Coleman; and G. W. Gerlach.

The session was attended by Samuel G. Spear, who participated in the discussions on tariffs and O.D.T. regulations. As regards war risks insurance, Mr. Schuman pointed out that the rates under the Government's war damage insurance plan on warehouses is as follows: the insurance is written with a 50 per cent co-insurance clause for which the base rate for warehouses is 15 cents per hundred. The 50 per cent co-insurance clause means that the minimum of insurance that can be bought is 50 per cent of the real value of the property insured. If a warehouse insures for 80 per cent, it will get a discount of 30 per cent from the base rate; if it insures for 90 per cent there is a discount of 35 per cent and if it insures for full value of 100 per cent, the discount is 40 per cent. Mr. Schuman pointed out also that standard fire insurance does not cover losses by bombing, foreign invasion, sabotage, etc. War damage insurance covers against aerial bombing, incendiary bombing, and damage as a result of fires in other buildings adjacent to premises. There are 2 distinct classes of insurance; war risk and war damage. Mr. Schuman claimed that the rate on one of these policies was 12 cents for 100 per cent fire resistive buildings; and 18 cents on other construction on a 100 per cent co-insurance basis.

L. B. Bruman, New York City, stated that for a good many years the acknowledged basis of rates was on a limit of liability on a declared valuation on household goods on the basis of \$50 per package or piece. This has been a fairly consistent rate throughout the State. Now, however, he pointed out, there are 3 bases of released valuation, namely, 30 cents per pound on interstate, \$2 per cubic foot if that same shipment moves intrastate, and \$50 per piece or package for local moving or storage. Such a situation is inconsistent, stated Mr. Bruman, and he suggested that a new warehouse receipt and contract be adopted limiting the liability to 30 cents per pound as a declared value on household goods moved into storage, locally, or from point to point. The shipper could still have the right to declare a higher value by paying higher rates.

As regards O.D.T. rulings on trucking, it was claimed that under present conditions it is becoming necessary that the public be educated to the fact that it can't be moved on specified dates nor can such moves be done with the usual frills. It was predicted that the Army need of trucks might require eventually the hauling of canned goods in vans and that the public will be rationed in its moving.

The group voted in favor of recommending to various chairmen in each locality that they form local groups to cooperate with other cities for the matching of loads.

Mr. Spear pointed out that the Government wants to get the merchandise pooling agreements set up as quickly as possible and that it is the desire to get 15 or 20 million more square feet of space for Government needs. He pointed out as regards the Kansas City pool-

(Concluded on page 71)

BROOKLYN, N. Y.

Established 1860



Peter F. Keilly's
Fireproof Warehouses
491-501 Bergen St.
"First Moving Vans in America"
Modern Depository for the Storage of
Household Goods

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General Merchandise Storage and Distribution
Refrigerated Rooms
Fireproof, Sprinklered, Watchman's Service
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100% HEATED—SPRINKLERED

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100 CAR SIDINGS
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Specializes in handling pool cars. Lowest insurance rates. Stores autos and general merchandise.

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96 Car Track
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For household goods, merchandise, Pool car distribution.
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The storing, packing, moving and shipping of Household
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Dunham & Reid Service surrounds the shipper at all times
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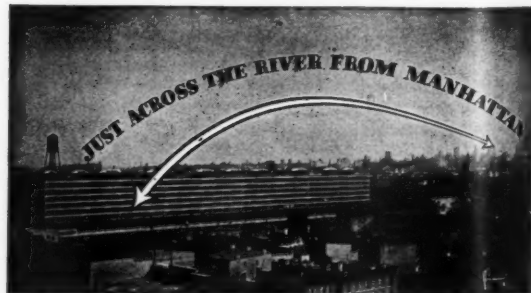
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Starrett Lehigh Bldg.

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Represented by Associated Warehouses, Inc.—New York City and Chicago

N. Y. State Whse. Group Convenes

(Concluded from page 68)

ing agreement the rates were established on a density basis, material up to 60 cu. in. per pound was 3 cents per 100 lbs. for storage and 6 cents per 100 lbs. for handling. He also pointed out that no warehousemen can resign from a pooling group so long as he carries Government storage.

Allocation Classification

Symbols in Refrig. Warehousing

The National Assn. of Refrigerated Warehouses, Div. of the American Warehousemen's Assn., has corrected the impression that the Priorities Regulation No. 10 and the Allocation Classification System are non-applicable to the refrigerated warehousing industry. The group's *News Letter* of July 9 states that it has been instructed to have the industry apply the symbol of Class 14.00 "Industrial Food Processing" and the letter symbols DP, "Domestic Purchasers," to their orders. The group has filed a memorandum with W.P.B., requesting that all warehousing be placed in the Transportation group under Class 10.00 and to give a separate designating decimal number under that class. This would be in line with the grouping of warehousing with transportation in practically all other departments and divisions of the Government.

Permission has been also asked for the industry to use the purchaser letter symbol in accordance with the approximate percentage of the business of the individual warehouse with the 5 divisions which are as follows:

The Army	.....	USA
The Navy (Includes Maritime Com.)	.....	USN
Lend-Lease	.....	LL
Other foreign purchasers	.....	FP
Domestic purchasers	.....	DP

For example, 60 per cent might be LL, 20 per cent USA and 20 per cent DP, or any other percentage split representing the approximate division of business by volume.

W.P.B. states that technically each one of the above 5 ranks equal and represent no preference in purchases. However, according to the refrigeration group, it would appear psychologically that purchasers who are able to properly show at least part of their business under the first 3 symbols, will inevitably get preferential consideration.

Less-Carload Embargo

on Tampa Exports

The rail embargo on less-carload freight, including such freight in consolidated merchandise cars moving on carload or any quantity rates, for export or intended for export through the port of Tampa, Fla., was still in effect on July 7. When the embargo was first placed in effect it was expected that it might be canceled within a few days.

Exports to Ports

Restricted

Beginning Aug. 15, the large shipments of goods intended for export to other American republics cannot be moved to U. S. ports without a permit, according to Government announcement July 5. The order, apparently intended to augment methods for preventing congestion of export goods at harbors, applies to shipments weighing 2,240 lbs. or more of dry cargo, not covering tank steamer shipments.

Applications for shipping space must be filed with



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stand ready to serve
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LONG DISTANCE MOVING

of household goods, personal effects or office equipment in, from or to New York City, or anywhere in the United States or Canada, safely and expertly, is a special skill of LINCOLN and MAYFLOWER.

Lift Vans to all parts of the world.
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Operating Warehouses for Storage of Perishable Food Products
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Free and bonded storage facilities licensed by Commodities Exchanges. Space for lease (large & small units) for manufacturers and distributors. Pier and wharf accommodations. Railroad connections with all Trunk Lines.

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Fruits
Vegetables
Condensed Milk
Almonds
Eggs
Beer
Butter
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Modern up to the minute cooler and sharp freezer facilities with ventilation and humidity control. Temperature range —15 to 35° above. Storage-in-transit privileges.

All Fireproof buildings—Very Low Insurance Rates—18-car private siding—Free switching—U. S. Warehouse Act—Bonded.
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Storage Warehouse

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General Merchandise Storage • Distribution
Household Goods Storage • Shipping
Pool Cars Distributed and Reshipped
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In the Center of Rochester

the Board of Economic Warfare and will be considered only when the goods are ready for shipment or can be moved from the factory or warehouse within 3 weeks after application.

A.V.L. Pooling Plan Hearings Concluded

The Interstate Commerce Commission hearing on Allied Van Lines' proposed pooling plan was concluded in Chicago last month after almost 3 weeks of day and night sessions.

Examiners John S. Higgins and Thomas Patrick of the I.C.C. carried back to Washington a record embracing an 8-ft. stack of exhibits and over 2,500 pages of transcribed testimony, this voluminous mass being eloquent evidence of the thorough and arduous work which went into preparation and presentation of the case.

No indication was given as to when a ruling will be forthcoming from the Commission.

The hearing, which started June 2, was prolonged beyond original expectations. A recess was taken June 13, after continuous day and night sessions and the hearing resumed July 7 for another week of testimony taking and cross-examination.

Marion Niedringhaus, executive vice-president of Allied, held the marathon record as the witness longest on the stand, he having undergone direct and cross examination throughout sessions lasting 2 days and one night. Wilson Collin, general manager for Allied, and D. F. Blake, company accountant, were subjected to almost equally lengthy ordeal. Nearly two score other witnesses, including Allied officials and field agents were among other witnesses heard.

Allied's case was handled by Attorneys George Rives and Donald Macleay of Washington, D. C. Entry of appearance as intervenors was made by the following attorneys for the organizations named:

Nathan E. Zelby and Jefferson C. Church, New York on behalf of Independent Movers & Warehousemen's Assn. Inc.

Leo F. Kitchen, Jacksonville, Fla., for United Van Lines, St. Louis, Mo.

Albert F. Beasley and J. Ninian Beall for Aero Mayflower Transit Co.

Richard W. Sharpless and James W. Nisbet, Chicago for Class I Railroads in western territory.

Alvin J. Baumann, St. Louis, Mo., for railroads in Southwestern Freight Bureau territory.

J. A. Madden, Chicago, for Western Trunk Line rail carriers.

F. C. Culkin, Chicago, for rail carriers in Official Classification territory.

Almost a score of individual van and storage companies from coast to coast were represented by counsel. Open and active opposition to the Allied petition was voiced by some attorneys in stating their position to Examiner Higgins at the start of the hearing. Others announced that they were participating only "as our interests may appear."

Considerable significance was attached to the fact that the anti-trust division of the United States Dept. of Justice was represented through Wm. R. Kuffner. Examiner Higgins ordered the record to show that Mr. Kuffner was permitted to intervene by formal action on the part of the I.C.C.

Allied's proposed pooling plan was set up under provisions of the Transportation Act of 1940 and the petition for approval of this plan was the first of its kind to come before the I.C.C. Being without precedent, the hearing has been followed closely by transportation interests, who will find in its conduct and outcome a guide for possible future activities along similar lines.

Unofficial comment points out that the plan reflects

(Concluded on page 75)

Schenectady, N. Y.



**Schenectady Storage and Trucking
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Free switching on all roads. Separate fireproof warehouses for household goods.
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Internal Revenue and General Bonded Storage

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WATER, RAIL AND TRUCK FACILITIES

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Agent ALLIED VAN LINES, INC.

DIRECT FROM FREIGHT CARS

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from freight car direct to our loading platform.

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The OTIS TERMINAL WAREHOUSE
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Represented by Allied Distribution, Inc.—New York & Chicago

V.L. Pooling Plan Hearings

(Concluded from page 72)

the Office of Defense Transportation is currently making all carriers to do.

The pooling contract, dated July 15, 1941, was made Allied Van Lines with 366 motor carriers engaged interstate, intercity and foreign transportation of household goods. It calls for the pooling and division their respective traffic, service, gross and net earnings arising from such carriage of household goods but other business or activity.

The 366 associated carriers, under the contract, constitute Allied Van Lines as their sole agent and attorney in fact, to manage and conduct the pooled business in its name and for its account as a common carrier by motor vehicle; to transport pooled traffic in intercity and interstate commerce; and to establish, file and publish all tariffs of rates for the pooled traffic in the name of Allied Van Lines, or—at its option—in the name of the associated carriers.

All contracts relating to the business will, under the proposed arrangement, be made by Allied in its name. Bills of lading will be issued in its name and all charges collected by and for it.

Full responsibility to shippers and the public for compliance with regulatory laws will be assumed and borne exclusively by Allied. Gross revenues will be received by or for Allied and net earnings, after payment of all costs, expenses and charges of every sort, will be distributed to the pooling carriers as provided in the pooling agreement.

Vehicles engaged in the pooled traffic will be owned and/or operated by Allied under lease from members of the pool or others. Operators of all vehicles will be under the sole supervision, control and direction of Allied.

Terms of the agreement are for 25 yrs. and any party thereto is given the right to withdraw or to be expelled by Allied on 90 days' notice. All parties to the contract were identified to the I.C.C. as common carriers by motor vehicle of household goods in interstate or foreign commerce and none of them is a carrier by railroad.

In territory or immediately surrounding cities where more pooling carriers are located, the plan provides that such carriers will continue to compete with one another for local removals. Allied specifically stated in its petition to the Commission that it will not operate in such areas, so that the proposed agreement will "in no wise restrain or reduce competition."

Allied's petition claims that the plan "will be in the interest of better service to the public and of economy of operation and will not unduly restrain competition." Attorneys Rives and Macleay directed their presentation to establishing that the effect of the pool will be:

- (1) To unify into one national system many individual and regional household goods carrier facilities and operations.
- (2) Provide speedier, more flexible and more frequent transportation service to the public.
- (3) Reduce or eliminate empty back haul, duplicate overhead accounting, billing and solicitation.
- (4) Substantially reduce operating costs of providing service to the public.

Opposition arguments were based on the following points: The plan is not in the public interest; it is contrary to statute; would not result in economy of operation; would, "perhaps," result in undue restraint of competition; would create a monopoly; is destructive of the interests of all independent carriers; and that the present war emergency should not be used to commend any scheme of doubtful value or character."

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Columbus Terminal Warehouse Company

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MOST CENTRAL WAREHOUSE—3 BLOCKS OF

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PRIVATE SIDING AND SWITCH—N. Y. CENTRAL LINES

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Consign Your Household Goods Shipments to

DAN EDWARDS at COLUMBUS

Packing—Shipping—Storage—Local and Long Distance Moving—Steel and Concrete Warehouse—Private Siding



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Member—National Furniture Warehousemen's Association
Agent—Allied Van Lines, Inc.

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Modern warehouse for merchandise—Low Insurance—Central location in jobbing district—Private railroad siding—Pool cars distributed.

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WAGNERS SERVICE, INC.

Pennsylvania Railroad and Lowry Ave.

A warehouse service that embodies every modern facility for the storage and distribution of Household Goods and Merchandise—Motor Freight Service—Door to door delivery at Dayton, Springfield and Columbus daily.

Member of A. W. A.—O. W. A.



Sam Davis Buys Building

Sam Davis, head of the Sam Davis Co., Toledo, warehouse, has purchased the entire business, including stock and equipment, of the Buckeye Builders Supply Co., Detroit and Sylvania Ave., Toledo, including 5 trucks, 100 by 300-ft. of ground area, improved by warehouses, storage sheds, and an office building. Property is served by the N. Y. Central.—Kline.

Philadelphia Forwarder Pact for Lend-Lease Freight

The War Shipping Administration announced July 7 the signing of a contract with the Foreign Freight Forwarders Philadelphia, Inc., to handle lend-lease cargoes arriving at that city. This is the 8th contract

TOLEDO, OHIO

CAPACITY

800—CARS COLD
400—CARS DRY

PRIVATE SIDINGS

N.Y.C. AND
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GREAT LAKES TERMINAL WAREHOUSE CO.

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COMPLETE WAREHOUSE FACILITIES

TOLEDO, OHIO

Merchants and Manufacturers Warehouse Co.

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Center of Jobbing District



Sprinklered Fireproof Building—100,000 Square Feet—Dry Storage—
70,000 Cubic Feet Cold Storage—Private siding Nickel Plate Road
—Free Switching—Merchandise Storage—Pool Car Distribution—
Negotiable receipts—Transit Storage Privileges—Low Insurance
Rates—City delivery system.

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"QUICK SHIPPERS"

TOLEDO TERMINAL WAREHOUSE, INC.

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Merchandise storage . . . Pool car distribution . . .
Fireproof . . . Private siding Nickel Plate Road
Free switching . . . Negotiable receipts . . . Trans-
it storage arrangements . . .
Motor truck service . . . Lo-
cated in Jobbing District . . .



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ciation
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Established 1889

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GENERAL WAREHOUSING AND DISTRIBUTION

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JOE HODGES FIREPROOF WAREHOUSE

Merchandise Storage—Pool Car Distribution

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Member: A.W.A., N.F.W.A. and American Chain of Warehouses

ATTENTION
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Public warehousing is a tool of
commerce that is as beneficial to
business as Dun and Bradstreet, trans-
portation agencies, insurance companies,
banks and advertising organizations.

of its kind to be negotiated under the authority of the Bland Freight Forwarding bill, recently signed by President to facilitate the handling of such cargo through various U. S. ports. Under the contract a certain number of vessels will enter the port each month to lift lend-lease freight, for which the documentation and the forwarding will be done by the newly formed groups.

Forwarding agreements have been completed in Boston, New Orleans, New York, Portland, Me., Galveston, Houston, Mobile, and Norfolk-Newport News.

Factories on the Move

(Continued from page 33)

of one and multi-story buildings, located on a 60-acre tract of land. Cost estimated about \$20,000,000, with financing to be provided by Defense Plant Corp. Work is scheduled to begin soon.

Gustin-Bacon Mfg. Co., 1412 West 12th St., Kansas City, Mo., manufacturer of railway and mill supplies etc., has approved plans for new one-story plant, 300 by 300 ft., at 3000 Fairfax Rd., Fairfax Industrial District, Kansas City, Kan. Cost reported close to \$100,000, with equipment.

General Fiber Products Corp., Los Angeles, Cal., recently organized, care of Herman L. Joachim, 1111 South Broadway, Los Angeles, consulting engineer, plans new plant in vicinity of Kingman, Ariz., for production of fiber suitable for rope and other cordage manufacture, using leaves of yucca plant as raw material. It will comprise several large extraction and processing buildings, reported to cost over \$175,000. Work will begin at early date. This is one of four similar mills planned by company in different localities.

Douglas Aircraft Co., Inc., 3000 Ocean Park Blvd., Los Angeles, Cal., plans new plant in Cook County, Ill. (exact location withheld), for manufacture of military airplanes for Government. It will include several large one-story units, with auxiliary buildings, airfield and other facilities. Cost estimated about \$20,000,000 with financing to be provided by Defense Plant Corp. Work will be placed in progress soon, with plant completion scheduled in 1943.

Diamond Tool Co., 2900 Euclid Ave., Cleveland, manufacturer of tools, dies, etc., has purchased a one-story industrial building at 16126 St. Clair Ave., N. E., and will remodel and improve for plant. Present work will be removed to new location, with installation of additional equipment for increased capacity. No estimate of cost announced. Donald W. Carter is head.

Arrow Dairy Co., Inc., 15 Jay St., New York City, milk products, has leased a 2-story industrial building on local site at 325-27 West 66th St., and will improve and equip for new plant for manufacture of prepared food specialties.

International Telephone & Radio Mfg. Corp., 250 South St., and 200 Mount Pleasant Ave., Newark, N. J., manufacturer of radio and telephone equipment, has taken option to purchase all or part of property of Yountakah Country Club, Nutley, N. J., and proposes to use as site for new plant. Negotiations are under way for change in zoning laws to provide for construction. No estimate of cost announced.

Northeastern Molding, Inc., 971 Tremont St., Boston, manufacturer of plastic products, plans new one-story branch plant at Cranston, R. I., where site has been selected. Cost reported close to \$50,000.

PORTLAND, ORE.

Colonial Warehouse and Transfer Co.

Operating Public and Custom Bonded Warehouses
Licensed under the U. S. Warehouse Act
Merchandise, Storage and Distribution
Private Siding Free Switching Sprinklered
1132 N. W. GLISAN STREET



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STORAGE DISTRIBUTION**

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1306 N.W. Hoyt St.

A.W.A.—O.S.W.A.

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MERCHANDISE, STORAGE &
WAREHOUSING

**Northwestern Transfer Co.
General Forwarding Agents**

SPECIAL ATTENTION GIVEN TO POOL CARS
Our private siding is served by all railroads

1504 N.W. Johnson St., Portland, Oregon
Estab. 1928



PORTLAND, ORE.

OREGON TRANSFER COMPANY

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Merchandise Storage and Distribution

Lowest Insurance Rates—Sprinkler Equipped

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U. S. Bonded—Concrete Building—A. D. T. Sprinkler System

Complete Facilities for Storage and Distribution
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Free Switching from All Railroads
New York, 271 Madison Ave.

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HARRISBURG STORAGE CO.

Fire Retardant & Fireproof Warehouses

P.R.R. Sidings

Pool Car & Delivery Service

Represented by

THE AMERICAN CHAIN OF WAREHOUSES, INC.



William M. Meyer Co., 1644 North Honore St., Chicago, manufacturer of electrical equipment, occupying part of a 3-story building at location noted, has sold the structure to American Molded Products Co., one of its tenants in the building. Meyer company plans to remove to another location before the close of the year, where capacity of plant will be increased. It is understood that company is now selecting property for occupancy.

A. B. Murray Co., 147 Wolcott St., Brooklyn, N. Y., steel products, steel tubing, etc., has approved plans for new factory branch, storage and distributing plant on Green Lane, Union, N. J., consisting of a main one-story building, about 80 by 360 ft., and 2-story office adjoining, 30 by 40 ft. Cost reported about \$90,000, with equipment. Work is scheduled to be placed under way at once.

Aluminum Co. of America, Inc., Gulf Bldg., Pitts-
(Continued on page 79)

HARRISBURG, PA.

KEYSTONE WAREHOUSE

GENERAL MERCHANDISE STORAGE

POOL CARS DISTRIBUTED

BRICK BUILDING—LOW INSURANCE

STORE DOOR DELIVERY ARRANGED FOR

PENNA. R. R. SIDING

OPERATED BY HARRISBURG WAREHOUSE CO.

HAZLETON, PA.

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Storage in Transit Pool Car Distribution

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Fireproof Furniture Storage

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LANCASTER, PA.

Merchandise Storage, Household Goods, Transferring,

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PHILADELPHIA, PA.

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Pool Car Distribution a Specialty

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Absolutely Fireproof

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Cable Address "Fenco"

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Storage, moving and distribution of household goods and merchandise

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Fidelity—20th Century Storage Warehouses

General Offices—1811 Market St.

Agent for Allied Van Lines, Inc.

Bus type vans for speedy delivery anywhere. We distribute pool cars of household goods. Prompt remittance.

Assoc. N. F. W. A., Can. S. & T., F. F. W. A.



PHILADELPHIA, PA.

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Pool Car Distribution

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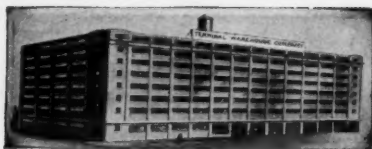
BUELL G. MILLER, President

MILLER

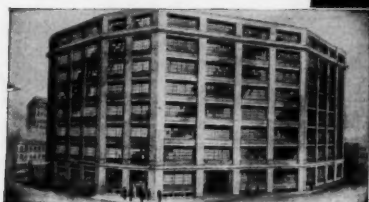
North Broad Storage Co.

BROAD & LEHIGH & BRANCHES

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—serving PHILADELPHIA AND VICINITY with Economy and Dispatch

Strategically located throughout Philadelphia, they provide more than 68 acres of excellent storage space.

Each building is equipped with every convenience, designed for the safe, prompt and economical handling of goods of every kind. All earn low insurance

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CHICAGO: W. J. Marshall, 53 W. Jackson Blvd.
Tel. Harrison 1496

PITTSBURGH, PA.

W. J. Dillner STORAGE CO.

STORAGE, PACKING, CRATING AND SHIPPING

POOL CAR DISTRIBUTION

LONG DISTANCE HAULING

2748 West Liberty Ave., Pittsburgh, Pa.

Members of N.F.W.A.—A.T.A.—P.F.W.A.—P.M.T.A.

Agent for Allied Van Lines, Inc.

PITTSBURGH, PA.

DUQUESNE WAREHOUSE CO.

Office: Duquesne Way and Barbeau St.

Merchandise Storage & Distribution

Members A. W. A.

PITTSBURGH, PA.

Established 1911

EXHIBITORS' SERVICE COMPANY

West Gen. Robinson & Scotland Street

Pool Car Distribution—Reconsigning, 24 Hour Service—
Trackage 40 Cars—Daily Service area—20,000 Sq. Miles—104
Company Owned Vehicles—Steel and Concrete Terminal
Cooling Room Space for Perishables.

PITTSBURGH, PA.

ED WERNER TRANSFER & STORAGE COMPANY

1917-19 Brownsville Road

Pittsburgh, Penna.

Storage, Packing and Shipping

Member of National Furniture Warehousemen's Ass'n.

Agent of Allied Van Lines, Inc.

Factories on the Move

(Continued from page 77)

Pittsburgh, Pa., plans new plant in Newark, Ohio, area (exact location withheld) for production of aluminum bars, rods, etc. It will consist of several large one and multi-story buildings, with storage and distribution structures, located on a 50-acre tract of land, estimated to cost about \$22,000,000. Output will be for Government, which will provide financing through Defense Plant Corp.

American Aviation Oil Co., 225 Broadway, New York City, has purchased former property of Balbach Smelting & Refining Co., 604 Doremus Ave., Newark, N. J., and will remodel and equip for new plant for production of 100-octane gasoline. Cost reported close to \$100,000, with equipment. Work will be placed under way at early date.

Onsrud Machine Works, Inc., 3910 West Palmer St., Chicago, manufacturer of machinery and parts, has approved plans for new one-story plant on local site at 3957 West Belden Ave., to be 100 by 145 ft., estimated to cost over \$80,000, with equipment.

Pacific Fabricating Co., 1911 East 51st St., Vernon, Los Angeles, Cal., operating a steel fabricating works, has completed plans for new one-story plant at East Gage and Salt Lake Aves., Huntington Park, Cal., totaling about 40,000 sq. ft. of floorspace, and will begin superstructure at once. Cost reported over \$85,000, with equipment.

Heyden Chemical Corp., 50 Union Sq., New York City, manufacturer of acids and other industrial chemicals, will operate new plant in Tennessee (exact location withheld), for production for Government. It will be constructed by Defense Plant Corp. and will consist of several large one and multi-story buildings, with auxiliary structures for storage, distribution, etc. Cost reported over \$2,000,000. Project will be carried out under direction of U. S. Engineer Office, Nashville, Tenn.

Joseph E. Seagram & Sons, Inc., Lawrenceburg, Ind., distiller, has purchased plants of Blair Distillery, St. Francis, Ky., and Bedford Distillery, Bedford, Ohio, and will operate as branch plants in future. Both plants will be remodeled and converted for production of commercial alcohol for Government. Cost reported over \$250,000.

John Gillen Co., 5425 West 25th Pl., Cicero, Chicago, manufacturer of machinery and parts, has purchased a one-story and basement industrial building, 125 by 212 ft., at 2540 South 50th St., Cicero, heretofore held by Ace Carton Co. Company will take immediate possession, and plans removal of present plant to new location, where increased capacity will be carried out.

Bell Oil & Gas Co., Tulsa, Okla., and Ben Franklin Refining Co., same address, an affiliated organization, plan new oil refining plant in vicinity of Denison, Tex., for production of 100-octane gasoline for aviation service. It will comprise several large multi-story processing and production units, reported to cost over \$800,000. Work will be placed under way soon.

Wilson & Bennett Mfg. Co., 6532 South Menard St., Chicago, manufacturer of steel barrels, drums, etc., a subsidiary of Inland Steel Co., Chicago, is considering plans for new one-story branch plant at Richmond, Cal., reported to cost over \$75,000, with equipment.

Tennessee-Eastman Corp., Kingsport, Tenn., manufacturer of rayon products, chemicals, staple fiber, etc.,

PITTSBURGH, PA.

THOMAS WHITE, Owner and Manager

2 WAREHOUSES

17th AND PIKE STS.
13th AND PIKE STS.

QUARTER MILLION FEET OF SPACE

*In the Heart of
Pittsburgh's
Jobbing District*

STORAGE IN TRANSIT
POOL CAR DISTRIBUTION
COMPLETE TRUCKING FACILITIES
PRR SIDINGS

Also operators of
WHITE MOTOR EXPRESS CO.

Established 1918

WHITE TERMINAL COMPANY

17th AND PIKE STS.

SCRANTON, PA.

R. F. POST

DRAYMAN & STORAGE WAREHOUSE
221 Vine St.

HOUSEHOLD STORAGE POOL CARS
MERCHANDISE STORAGE PACKING
LOCAL AND LONG DISTANCE MOVING
PRIVATE SIDING, D. L. & W. R. R.

SCRANTON, PA.

THE QUACKENBUSH WAREHOUSE CO.
219 VINE STREET

MERCHANDISE AND HOUSEHOLD GOODS
STORAGE POOL CAR DISTRIBUTION
D. L. & W. and D. & H. Sidings

NEW YORK ALLIED DISTRIBUTION INC. CHICAGO
12 WEST 42ND ST. 1225 NEWBERRY AVE.

SHARON, PA.

SHARON COAL & ICE CO.
230 W. Budd St., Sharon, Pa.

Cold Storage—Merchandise—Household Goods
2 Warehouses with private sidings on Erie & P RR's
reciprocal switching. Loans on Stored Commodities.
Cold Storage for furs—Cold storage lockers—Quick Freeze
space.

UNIONTOWN, PA.

H. D. RYAN—L. G. HOWARD, Proprietors

KEYSTONE TRANSFER CO.

CORNER BEESON BLVD. & PENN ST.
HOUSEHOLD GOODS PACKED, SHIPPED, STORED
LONG DISTANCE MOVING
Private Siding R. & O. R.R.

WILKES-BARRE, PA.

WILKES-BARRE STORAGE CO.

General Storage and Distribution

Prompt and Efficient Service

12 Car Track Located on Lehigh Valley RR. Switches
Storage-in-Transit and Pool Cars

19 New Bennett St.

Wilkes-Barre, Pa.

WILLIAMSPORT, PA.

WILLIAMSPORT STORAGE CO.

FIREPROOF BUILDING—416 FRANKLIN STREET

P. R. R. SIDING

MERCHANDISE STORAGE AND DISTRIBUTION

HOUSEHOLD GOODS—DRAYAGE

IDEAL DISTRIBUTING POINT FOR CENTRAL PENNSYLVANIA

PROVIDENCE, R. I.

CADY MOVING & STORAGE CO.

80-90 Dudley St.

FIREPROOF WAREHOUSE
Storage, Moving, ShippingFleet of Long Distance Moving Vans
Member National Furniture Warehousemen's Assn.
Agent for Allied Van Lines, Inc.

PROVIDENCE, R. I.

Terminal Warehouse Company of R. I., Inc.storage all kinds of General Merchandise, Pool Car
Distribution. Lowest Insurance.Trackage facilities 50 cars. Dockage facilities on
deep water.

Shipping directions South Providence, R. I.

CHARLESTON, S. C.

Charleston Warehouse and Forwarding Corp.Merchandise Storage and
Distribution of Pool CarsModern Concrete Warehouse. 100,000 Square Feet of Storage Space.
Private Tracks Connecting with All Railroad and Steamship Lines.
Motor Truck Service.

Member of the American Chain of Warehouses, Inc.

COLUMBIA, S. C.

Distribution Center of South Carolina

CAROLINA BONDED STORAGE CO.

Est. 1928

General merchandise and household goods
storage.Pool Car Distribution. Private rail sidings.
Sprinkler equipped warehouse.

GREENVILLE, S. C.

"The Heart of the Piedmont"

TEXTILE WAREHOUSE CO.

Est. 1923

511-13-15 Rhett St.

GENERAL MERCHANDISE—H.H.G. STORAGE

Pool Car Distribution—Motor Truck Service

Low Insurance Rate

Private Siding

**ATTENTION
SHIPPERS**Do any of your products
require constant tempera-
tures or humidity control? Con-
sult our nearest cold storage ware-
house advertiser or a merchandise ad-
vertiser that has air conditioning facilities.

will operate new plant to be constructed by Govern-
ment in Tennessee (exact location withheld), compris-
ing a series of one and multi-story processing and pro-
duction units, equipped for large capacity. Erection
will be carried out by Defense Plant Corp., and is es-
timated to cost over \$3,000,000. U. S. Engineer Office
Kingsport, will supervise project.

Consolidated Chemical Industries, Inc., Mellie Espe-
son Bldg., Houston, Tex., manufacturer of acids, base
products, chemicals, etc., plans new plant in vicinity
of city (exact location withheld), consisting of a series
of one and multi-story manufacturing buildings, with
storage and distributing structures and auxiliary units.
Cost estimated close to \$5,000,000. It is proposed to
begin work at early date.

Offner Electronics, Inc., 1133 East 63rd St., Chicago,
manufacturer of radio equipment, parts, etc., has ap-
proved plans for new plant on local site at 5316-52
North Kedzie Ave., about 40 by 80 ft., and will begin
erection at once. Cost reported approximately \$35,000
with equipment.

Sterling Machinery Corp., 411 Southwest Blvd., Kan-
sas City, Mo., manufacturer of machinery and parts,
has acquired property at 2120 Broadway, and is con-
sidering early erection of new one-story plant at the
location. No estimate of cost announced. Richard B.
Barzen is head.

Dow Chemical Co., Midland, Mich., manufacturer of
industrial chemicals, magnesium, etc., has plans for
new branch plant in vicinity of Port Arthur, Tex., for
production of styrene, an ingredient of synthetic rub-
ber. It will comprise several large one and multi-story
processing and production buildings, equipped for
heavy output. Also storage and distributing buildings
and miscellaneous units. Cost reported about \$28,000,
000. Output will be for Government which will provide
financing through Defense Plant Corp.

Northrop Aircraft, Inc., 1001 East Broadway, Ingle-
wood, Cal., plans new plant in Colorado (exact location
withheld) for assembling of bomber-type airplanes for
Government, comprising several large one-story units,
reported to cost close to \$5,000,000. Financing will be
provided by Defense Plant Corp. Project will be car-
ried out under supervision of U. S. Engineer Office,
Railway Exchange Bldg., Denver, Colo.

National Lead Co., Inc., 111 Broadway, New York
City, will proceed with construction of new plant in
Lucky, Ohio, district (exact location withheld) for
production of metallic magnesium for Government. It
will consist of a group of one and multi-story process-
ing and production units, reported to cost about \$4-
000,000. Financing will be provided by Defense Plant
Corp.

Colgate-Palmolive-Peet Co., 105 Hudson St., Jersey
City, N. J., manufacturer of soaps, perfumery, etc.,
has purchased former local mill of American Sugar
Refining Co., comprising a group of 6 one and multi-
story buildings at Essex and Washington Sts. Struc-
tures will be remodeled and improved by new owner,
and used for storage and distribution.

Cities Service Oil Co., Bartlesville, Okla., has tenta-
tive plans for large oil refinery on tract of land in
vicinity of Lake Charles, La., consisting of a series
of multi-story processing and production units, with
division for 100-octane gasoline. Entire project is re-
ported to cost over \$50,000,000.

Petzold, Ltd., 422 East 53rd St., New York City, op-
erating a skin and leather tanning and dyeing works.

(Concluded on page 83)

KNOXVILLE, TENN.

FIREPROOF STORAGE & VAN COMPANY, Inc.

201-211 Randolph St., Knoxville, Tennessee
135,000 square feet on Southern Railway tracks.
Equipped with Automatic Sprinkler
Insurance at 12c. per \$100.00 Household goods shipments
per annum. Pool Cars distributed. solicited. Prompt remittance
made.
MEMBERS American Warehousemen's Ass'n
PROMPT AND EFFICIENT SERVICE

MEMPHIS, TENN.



S. S. DENT, Owner
General Warehouse Co.
421 So. Main St.
"Good housekeeping, accurate records,
Personal Service"
Located in the center of the Jobbing &
Wholesale District
Sprinklered Low Insurance
Private R. R. siding Perfect service

MEMPHIS, TENN.

NICKEY WAREHOUSES, INC.

"Memphis Most Modern Warehouses"
285-305 West Trigg Ave.
Merchandise Storage & Pool Car Distribution
Local Delivery Service
A.D.T. Burglar and Sprinkler Supervisory Service. Illinois Central, Frisco & Mo.
Pac. Private rail siding 9 car spot.

MEMPHIS, TENN.

John H. Poston Storage Warehouses

ESTABLISHED 1894
671 to 679 South Main St.
Insurance Rate \$1.25 per \$1,000 per Annum Distribution a Specialty.
Merchandise storage, dependable service, free switching. Local cartage delivery.
Illinois Central and Cotton Belt Railway tracks. Automatic sprinkler. A.D.T. watchman.

MEMPHIS, TENN.

UNITED WAREHOUSE & TERMINAL CORP.

Warehouse No. 1 Warehouse No. 2
137 E. Calhoun Ave. 138-40 St. Paul Ave.
Memphis, Tennessee
Storage (Mds.)—Pool Car Distribution—Local delivery service—Office Space.
In the heart of the wholesale district and convenient to Rail, Truck and express
terminals. Eight car railroad siding—(N.C.&S.T.L. and L.&N.)—Refrigerated switch-
ing. Represented by Distribution Service, Inc. Member of A.W.A. and M.W.A.

NASHVILLE, TENN.

BOND, CHADWELL CO.

Merchandise
Warehouse
Rail, Truck
and River
Terminal.



NASHVILLE, TENN.

Central Van & Storage Co.

MERCANTILE AND HOUSEHOLD STORAGE
WAREHOUSE STOCK and POOL CAR DISTRIBUTION
Automatic Sprinkler System—Centrally Located

NASHVILLE, TENN.

THE PRICE-BASS CO.

ESTABLISHED 1886
194-204 Hermitage Ave.
MERCHANDISE STORAGE
Automatic Sprinklered—Spot Stock and Pool Car Distri-
bution—Private Siding

BEAUMONT, TEXAS

TEXAS STORAGE COMPANY

656 Neches St. Beaumont, Texas
Merchandise and Household Goods
Warehouse, Concrete Construction
30,000 Sq. Ft. Distribution of Pool Cars
Transfer Household Goods
Agent for A.V.L. Member of N.F.W.A.—S.W.A.T.A.

CORPUS CHRISTI, TEXAS

CORPUS CHRISTI WAREHOUSE AND STORAGE COMPANY

Located AT PORT SITE
adjacent to docks NAVIGATION DISTRICT NO. 1
Storage Distribution Drayage
MERCHANDISE EXCLUSIVELY
96,400 Sq. Ft. Sprinklered
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO
11 WEST 42ND ST. PENN. 6-0948 1525 NEWBERRY AVE. MON55D
Member: Southwest Warehouse and Transfermen's Ass'n

CORPUS CHRISTI, TEXAS

Robinson Warehouse & Storage Co.

General Offices: 1500 N. Broadway, Corpus Christi
Specialists in
General Merchandise Storage—Pool Car Distribution
Public Bonded Warehouses at Alice, Corpus Christi, Harlingen and Victoria . . .
Daily and overnight common carrier Motor Freight Service to Houston, San
Antonio, Austin, Laredo and Rio Grande Valley, serving all intermediate points.
Expert Handling: Inquiries Invited.

DALLAS, TEXAS

In Dallas It's Binyon-O'Keefe
MERCHANDISE STORAGE—POOL CAR DISTRIBUTION
Our modern Centrally located fireproof warehouse is completely equipped to serve
you with over 75000 square feet of merchandise & household goods storage space.
MOVING—STORAGE—PACKING—SHIPPING



Since 1875 **BINYON-O'KEEFE** Since 1875
Fireproof Storage Co.
Dallas
Associated with Distribution Service, Inc.



DALLAS, TEXAS

DALLAS TRANSFER AND TERMINAL WAREHOUSE CO.

Second Unit Santa Fe
Building, Dallas, Texas

Modern Fireproof
Construction—
Office, Display,
Manufacturers,
and
Warehouse Space

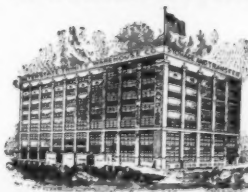


Operators of the
Lone Star Package Car
Company (Dallas and Fort
Worth Divisions)
H. & N. T. Motor Freight Line
Agents for Allied Van Lines, Inc.
A.W.A., N.F.W.A., American Chain
of Warehouses
MEMBERS Southwest Warehouse & Transfer-
men's Assn. Rotary Club



DALLAS, TEXAS

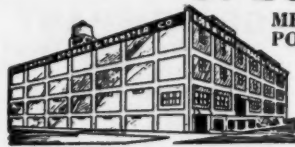
INTERSTATE-TRINITY WAREHOUSE COMPANY



301 North Market St., Dallas
Merchandise Storage and
Distribution
Household Goods Storage,
Moving & Packing
Long Distance Hauling
R. E. ABERNATHY, Pres.
J. H. CHILES, Vice-Pres.

Represented by **ALLIED DISTRIBUTION INC.** CHICAGO
NEW YORK 11 WEST 42ND ST. PENN. 6-0967 1525 NEWBERRY AVE. MON55D

DALLAS, TEXAS



SPECIALIZING
MERCHANDISE STORAGE
POOL-CAR DISTRIBUTION
SERVING THE GREAT
SOUTHWEST AREA
EVERY ACCOUNT IS
PERSONALLY SUPERVISED
BY THE MANAGEMENT

KOON-McNATT STORAGE & TRANSFER CO.
911 MARION ST.

CONTRACT OPERATORS FOR ALL RAIL
LINES AND UNIVERSAL CARLOADING &
DISTRIBUTING COMPANY

Over 10,000,000 Pounds of Freight Handled Monthly
for Dallas Shippers

DALLAS, TEXAS



Merchants Cold Storage of Dallas
Bonded

470,000 Cu. Ft. Cold Storage Space
Pool Car Distribution

1301-7 Broom St. P. O. Box 5088

DALLAS, TEXAS

A Complete Merchandise Warehouse Service

MORGAN WAREHOUSE, INC.

Houston Street at McKinney Avenue
Merchandise Storage—Warehouse Space For Rent

The business address of a number of the largest manufacturers in the world. A splendid modern plant. A strategic distribution center. A highly specialized organization placing at your command the finest SERVICE that skill and willingness can offer.

EL PASO, TEXAS

"Bankers of Merchandise"
"Service With Security"

International Warehouse Co., Inc.

1601 Magoffin Ave. El Paso, Texas



Lowest Content Insurance Rate
Fireproof Storage of Household Goods, Autos
& Merchandise. State and Customs Bonded.
Private Trackage—T. & P. and So. Pac. Rys.
Pool Car Distribution—Motor Truck Service.
Incorporated in 1920
Members—NFWA—SWTA—Agent for Allied
Van Lines, Inc.

FORT WORTH, TEXAS

In Fort Worth It's Binyon-O'Keefe

MERCHANDISE STORAGE—POOL CAR DISTRIBUTION
Our modern Centrally located fireproof warehouse is completely equipped to serve
you with over 90,000 square feet of merchandise & household goods storage space.
MOVING—STORAGE—PACKING—SHIPPING



Since
1875

BINYON-O'KEEFE
Fireproof Storage Co.

Since
1875

Fort Worth
Associated with Distribution Service, Inc.



FORT WORTH, TEXAS

A Complete Merchandise Warehouse Service
MERCHANDISE STORAGE — COLD STORAGE — POOL
CAR DISTRIBUTION — FRISCO R.R. SIDING
MODERN — FIREPROOF WAREHOUSE
JOHNSON STORAGE & DISTRIBUTING CO., INC.
AND
JOHNSON MOTOR LINE

801 W. VICKERY BLVD.

FT. WORTH, TEXAS

FORT WORTH, TEXAS

Agents—ALLIED VAN LINES, INC.

Storage, Cartage, Pool Car Distribution

O. K. Warehouse Co., Inc.

255 W. 15th St., Fort Worth, Tex.

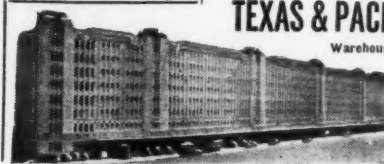


FORT WORTH, TEX.

Member—SWA-AWA

TEXAS & PACIFIC TERMINAL WAREHOUSE CO.

Warehouses—DALLAS—FT. WORTH



Merchandise Storage
Pool Car Distribution
Office, Display and Warehouse Space
Branch Office Facilities
Ample room for Automobiles and Truck parking
LOW INSURANCE RATES

HOUSTON, TEXAS

BINYON-STRICKLAND

WAREHOUSES, INC.

Merchandise Storage — Pool Car Distribution
Centrally Located — Lowest Insurance Rate
Private Siding Southern Pacific Ry. Co.

Goliad & Morin Sts.

Houston

HOUSTON, TEXAS

FEDERAL WAREHOUSE COMPANY

1200 National Street

Houston, Texas

Sprinklered Warehouses, 30 Car Spot
One Floor—therefore reasonable handling
and storage rates

HOUSTON, TEXAS

Better Warehousing in HOUSTON

We operate a modern low insurance rate warehouse in the center of the wholesale
jobbers, rail and truck terminal district. Most conveniently located for interior
jobbers' trucks; well trained personnel; cooler space.

HOUSTON CENTRAL WAREHOUSE CO.
Commerce and San Jacinto Houston, Texas

Represented by
NEW YORK ELIOT DISTRIBUTION INC. CHICAGO
11 WEST 42ND ST. NEW YORK 6-0046 1925 HUNTER AVE. MONROE

HOUSTON, TEXAS

Houston Terminal Warehouse & Cold Storage Company

General Storage Cold Storage U. S. Custom Bonded
A. D. T. Service Pool Car Distribution
Office Space Display Space Parking Space
Lowest Insurance Rate

New York Representative
Phone PLaza 3-1235

Chicago Representative
Phone Harrison 1496

HOUSTON, TEXAS

PATRICK TRANSFER & STORAGE CO.

Merchandise and Household Goods Storage

Pool Car Distribution

Sprinklered—A.D.T. Watchmen
Shipside and Uptown Warehouses
Operators—Houston Division
Lone Star Package Car Co.

1117 Vine St. Agents for Allied Van Lines, Inc.

Members NFWA
State and Local Assn

HOUSTON, TEXAS

In the Heart of the Business District, Use

QUICK SERVICE WAREHOUSE & COLD STORAGE, INC.

102 SAN JACINTO STREET AND 2410 COMMERCE STREET

Fireproof Construction — 8 & 9¢ Insurance Rate
Merchandise Storage — Cold Storage & Cooler Vaults
U. S. Custom Bonded Packing Rooms
Pool Car Distribution
MOP SIDINGS

HOUSTON, TEXAS

MERCHANDISE DISTRIBUTION

COMMERCIAL STORAGE—
OFFICE SPACE — PARKING SPACE

T. P. C. STORAGE & TRANSFER CO., INC.
2301 Commerce Ave.

Factories on the Move

(Concluded from page 80)

has leased a floor in building at 9 St. Francis St., Newark, N. J., and will improve and occupy for new plant.

Bristol Mfg. Corp., Bristol, R. I., manufacturer of rubber footwear, heels, etc., has plans maturing for new one-story mill, on site not as yet announced. Size and details are being determined, with estimates of cost. Maurice C. Smith, Jr., is president.

Brighton Copper Works, Inc., 2159 Kindel Ave., Cincinnati, Ohio, operating a general coppersmithing plant for production of vessels, tanks, etc., has approved plans for new one-story plant at 2148-56 Cole-rain Ave., estimated to cost over \$50,000, and will proceed with superstructure at once. It is understood that present plant will be removed to new location, where capacity will be increased.

Sparklet Devices, Inc., Newark, N. J., subsidiary of Knapp Monarch Co., has purchased the roofing shop building of the old American Sheet and Tin Plate Co. mill at Dover, Ohio, and will establish a \$375,000 war industry as soon as equipment can be moved to Dover from Newark, N. J., and Easton, Pa. The new plant will employ between 100 and 200 men.—Kline.

Crescent Truck Increases Space

The Crescent Truck Co., Lebanon, Pa., has purchased a portion of the former Hunsicker Engineering Co. property, in an enlargement program—Baer.

Clark Tractor Mass Production Inaugurated

Clark Tractor announces the inauguration of the mass production system in the manufacture of industrial haulage vehicles.

Assembly lines that carry complete equipment for the speed-up of production now enable this company



to hold to delivery schedules that were impossible to meet under ordinary manufacturing procedure.

Intricate work that ordinarily accounted for many hours of labor has been entirely eliminated with this new plan. Man-hours are saved by machines working with single purpose equipment. Stationary operations with parts for assemblies at arms' length speed the production and take full advantage of "upgrading" to insure continued quality.

Milwaukee Warehouse Pool

Milwaukee warehousemen are organizing an Emergency corporation, similar to those set up in other cities for group handling of Government storage requirements.

HOUSTON, TEXAS

W. E. FAIN, Owner and Manager
Established 1901

TEXAS WAREHOUSE COMPANY

Forty Years
Under Same Continuous Management

MERCHANDISE EXCLUSIVELY

Pool Car Distribution Sprinklered Throughout
A.D.T. Supervised Service

HOUSTON, TEXAS

Agent for Allied Van Lines, Inc.

UNION Transfer & Storage Co.

1113 Vine St. P.O. Box 305

Forwarding and Distributing

MERCHANDISE STORAGE

Warehouses Sprinklered Throughout.

Supervised by A.D.T. Service.

SERVICE THAT COUNTS

HOUSTON, TEXAS

UNIVERSAL TERMINAL WAREHOUSE CO.

Merchandise Storage — Pool Car Distribution

Sprinklered—A.D.T. Watchmen

— U. S. Customs Bonded —

— Office Space —

New York Representatives:
DISTRIBUTION SERVICE, INC.
2 Broadway

Chicago Representatives:
DISTRIBUTION SERVICE, INC.
219 E. North Water St.

Members A.W.A. and State and Local Associations.

HOUSTON, TEXAS

BENJ. S. HURWITZ, Pres.

WESTHEIMER
Transfer and Storage Co., Inc.

OVER 50 YEARS IN HOUSTON

Fireproof Warehouses

Merchandise & Household Goods Storage—Pool Car Distribution—
Lift Van Service—20 car lengths of truckage.

Agent for Allied Van Lines, Inc.

Members N. F. W. A.
State and Local Assn.

SAN ANTONIO, TEXAS

MERCHANTS
TRANSFER & STORAGE CO.

Complete Storage and Distribution Service
over 50 years of satisfactory service

Member of A.W.A.—N.F.W.A.—S.W.A.

SAN ANTONIO, TEXAS

Muegge-Jenull Warehouse Co.
BONDED FIREPROOF

POOL CAR DISTRIBUTORS
STORAGE AND DRAYAGE

Dependable Service Since 1913

SAN ANTONIO, TEXAS

Agent for Allied Van Lines, Inc.

Scobey Fireproof Storage Co.

HOUSEHOLD - MERCHAN-
DISE - COLD STORAGE -
CARTAGE.

DISTRIBUTION

INSURANCE RATE --- 10c

Members of 4 Leading Associations

SAN ANTONIO, TEXAS



SOUTHERN TRANSFER & STORAGE CO.

Specialists in Merchandise Distribution
FIREPROOF BONDED STORAGE

Represented by
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO
11 WEST 43RD ST. PENN. 6-0666 1525 NEWBERRY AVE. MORRIS 5531

TYLER, TEXAS

Tyler Warehouse and Storage Company

Bonded under the Laws of Texas

General Storage and Distribution from the Center of East Texas. Specializing in Pool Cars Merchandise.

OGDEN, UTAH

MEMBER OF A.W.A.

WESTERN GATEWAY STORAGE CO.

GENERAL WAREHOUSING
POOL CAR DISTRIBUTION
MERCHANDISE AND COLD STORAGE

SALT LAKE CITY, UTAH

CENTRAL WAREHOUSE

Fireproof

Sprinklered

Insurance rate 18c. Merchandise Storage. Pool Car Distribution.

Office Facilities.

Member A. W. A.

SALT LAKE CITY, UTAH

Merchandise Storage and Distribution

Over 1,000,000 cubic feet reinforced Concrete Sprinklered Space
Insurance Rate 11 Cents

CORNWALL WAREHOUSE CO.

Salt Lake City, Utah

Represented by
DISTRIBUTION SERVICE, INC.
New York—Chicago—San Francisco

SALT LAKE CITY, UTAH

Storage—Pool Car Distribution

KEYSER MOVING AND STORAGE CO.

Est.

328 West 2nd South

1910

72,000 sq. ft. space. Reinforced concrete and brick. Dignified, accessible, and central location. U.P. spur with free switching from or to other lines. P-U&D service rail or truck. Systematic delivery service twice daily. 90% Co-ins. rate 19½¢ per \$100.00. A.D.T. automatic burglar and fire protection. Office and desk space available.

Member AWA—UWL—UWA—AWI

SALT LAKE CITY, UTAH

"This is the Place"

FOR BETTER SERVICE
SECURITY STORAGE & COMMISSION CO.

230 S. 4TH WEST STREET

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American Whse., Milwaukee.
Buys 5-Story Building

The American Warehouse Co., which formerly occupied leased quarters at 431 No. 5th St., Milwaukee, Wis., has purchased the 5-story Phoenix Product Co. building at 525 E. Chicago St., and will occupy it shortly. The building contains 40,000 sq.ft. of floorspace. In addition, the company has leased 38,000 sq.ft. of space at 324 No. Plankinton Ave. The American Warehouse Co. was organized in 1941 as an outgrowth of the Hale Warehouse Co., organized in 1934 by H. J. Hale, who heads the American company. H. N. Wil-lenson is secretary.—W.T.N.B.

St. Louis Pool Formed

The Federal Emergency Warehouse Assn. of St. Louis, has been formed. Wilfred F. Long, president of the S. N. Long Warehouse, is president. Other officers of the new group are as follows: vice-president, A. L. Ford, president of the St. Louis Terminal Warehouse Co.; treasurer, T. J. Terry, general manager of the Central Terminal Co.; secretary, S. J. Lusby, executive vice-president of the Rutger Street Warehouse, Inc.; and assistant secretary and assistant treasurer, E. L. Winterman, president of the Tyler Warehouse and Cold Storage Co.—Hoag.

Chase Bag Increases
Saxolin Production

PRODUCTION of Saxolin cloth for the manufacture of open-mesh bags is to be enlarged. This news is particularly timely in view of the fact that burlap shipments have been curtailed from the Southwest Pacific, due to the war. Work has already begun at the Kansas City branch factory of the Chase Bag Co. to install the necessary equipment to carry out this expansion. Saxolin is the Chase company's trade name for an open mesh fabric woven from a special yarn spun from tough Kraft paper and treated by special processes to increase its strength and workability. The material has become extremely popular for consumer size containers of potatoes, citrus fruits, apples and onions—is also considered the standard type of package for 50 and 100-lb. quantities of onions.

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Three Fireproof Storage Warehouses—610,000 Cubic Feet Floor Space—Automatic Sprinkler System—Low Insurance Rates—Careful Attention to Storage—Packing and Loading of Household Goods—Private Railroad Siding—Pool Car Distribution—Motor Van Service to All States—Freight Truck Line.

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Specializing in

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Quick Handling of Stop Over Cars—Prompt Returns

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GOODSOBJECTS of ART
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Brick building equipped for economical storage and
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LEICHT TRANSFER AND STORAGE CO.
121 South Broadway
Merchandise Distributors and Household Goods
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Haulers of Cement and Contractors Equipment and Heavy Machinery
to All Points.
U. S. Customs, Warehouse, State and Public Bonded.
Waterfront Facilities: Private Siding CM&STP—C&NW—GB&W
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Pool Car Distribution

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Haulers of Contractor's Equipment and Heavy Machinery to all points.
Private Siding Chicago & Northwestern R. R.

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ON JOINT TRACKS CM&STP&PRR AND C&NWRY

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Cape May Canal

The construction of a canal across the tip of Cape May County, New Jersey, a project that has been urged for 50 yrs., is at last being widely supported by State and Washington officials. On July 22, the Budget Bureau at Washington, D. C., authorized the use of over one million dollars for its construction.

The canal will run from Cold Spring Harbor on the Atlantic Ocean side of the county to Delaware Bay. It will be about 5 miles long, will cut through the cape 1/2 miles from its tip, and would have the effect of completing the inland waterways system from the Passaic River in New Jersey to Florida. It would eliminate hazardous trips by small craft, including small naval craft, around Cape May Point where rip tides are caused by the meeting of the ocean and the waters of Delaware Bay.

It is believed the work on the canal will start soon and may be completed in 3 or 4 mos.

Export Freight Gains Per Cent

Cars of export freight, other than grain or coal unloaded at Atlantic, Gulf, and Pacific ports in the first 6 mos. of 1942 totaled 388,724 cars, or an increase of 10 per cent compared with the same period in 1941, according to reports just compiled by the Manager of Port Traffic and made public July 23 by the Assn. of American Railroads. In the first half of 1941 there were 255,436 cars.

Cars of grain for export unloaded in the first 6 mos. of this year at those ports totaled 16,594, compared with 14,760 or a decrease of 32 per cent.

In the month of June alone, 74,145 cars of export freight other than grain or coal were unloaded at Atlantic, Gulf, and Pacific ports compared with 48,296 in June last year.

Cars of grain for export unloaded in June this year at those ports totaled 1,799 cars compared with 4,230 cars in the same month last year.

This traffic is being handled with no serious congestion, due to the continued cooperation of all concerned, particularly the steamship lines, exporters and shippers.

Truckers Must Use Coupon Books

Truckers were reminded July 18 that under the new gasoline rationing regulations which went into effect July 22 it will be impossible to purchase gasoline in 17 Atlantic Seaboard States without coupon books.

Coupon books for trucks traveling into the rationed area from other parts of the country must be obtained from the Special Gasoline Rationing Board, 1740 Massachusetts Ave., Washington, D. C.

For trucks operating within the rationed area, coupon books may be obtained from the local rationing boards.

Heretofore, commercial vehicles have been permitted to purchase unlimited amounts of gasoline without coupons or permits.

The reminder that coupon books would be required on and after July 22 was issued by the Office of Defense Transportation owing to the fact that very few applications had been submitted to the Special Gasoline Rationing Board by operators outside the rationed area.

This was taken as an indication that such truckers generally were not familiar with the new regulations of the Office of Price Administration.

Application forms will be mailed to truck operators of the Special Washington Board upon request.

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Customs Bonded. Pool Car Distribution. Household Goods Moved, Packed, Shipped and Stored.

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TERMINAL WAREHOUSES LIMITED

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COMPLETE MODERN STORAGE AND DISTRIBUTION FACILITIES

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Private Room System for Storage

CRATING, PACKING and SHIPPING

Charges Collected and Promptly Remitted

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To Enlarge Army Depots

The War Dept. has found it necessary to enlarge, on a temporary basis, 9 of its 11 storage and warehousing facilities in connection with the Army's big depot-building program.

Construction of additional storage facilities costing approximately \$10,000,000 to accommodate lend-lease equipment will be undertaken this summer in connection with the lend-lease storage program.

The request for the facilities was made by the Lend-Lease Administration on the basis that the Army could do the work more cheaply and quickly by simply adding extra facilities to its own projected new depots, than by undertaking separate construction projects.

As a result, 9 of the 11 new depots being built for the Army will be expanded to provide for the lend-lease equipment. The depots are under the control of the General Depot Service, Services of Supply. The new construction is expected to be completed in the early fall. It will provide a total of 18,000 carloads of open and closed storage.—Manning.

Midwest Transfer Plea Rejected

The application of the Midwest Transfer Co., Maywood, Ill., as contract carrier of certain commodities from and to points in Illinois, Indiana and Ohio, over irregular routes has been denied by the I.C.C. as "not to be consistent with the public interest and with the national transportation policy." Flintkote, Ruberoid, and U. S. Gypsum companies were principally involved as customers or as prospective customers. The I.C.C. found that existing common and contract carriers were sufficient for the territory.

(Concluded from page 33)

Bill of Lading Construed

THE general rule is that a common carrier is obliged to deliver merchandise entrusted to it for transportation in the same good condition in which it was received. This rule is subject to certain exceptions, for instance, where perishable goods are shipped, and which are subject to deterioration and decay regardless of the care bestowed on them by the carrier.

Another important point of law is that a clause in a bill of lading to the effect that the shipment is "in apparent good order and condition" means *only* that it is an acknowledgment on the part of the carrier that *from external appearance* the shipment is in good order. Therefore, if a shipment is delivered in bad external condition the carrier is liable, unless it proves that actually the shipment was in bad condition when it was accepted for transportation. This law was decided in the late case of *Taormina Corp. v. Luckenbach Co., Inc.*, 6 So. (2d) 235, Louisiana.

The facts of this case are that a common carrier accepted for transportation a shipment of tomato pulp and issued a bill of lading stating that the shipment was in good order and condition. When the shipment arrived at the destination the pulp was spoiled, and the cans were in bad external condition. The shipper sued the carrier for \$609 as the value of the tomato pulp at \$3 per can. The carrier failed to prove that the cans were in bad or damaged condition when delivered by the shipper. Therefore, in holding the carrier liable, the court said:

"We observe that a great number of the one thousand cans had been subject to abuse during the voyage or, at least, after they were delivered to the carrier, there being no pretension that the cans were mistreated before delivery. On the contrary, the bill of lading acknowledges that they were in good external condition."

Suit of Interstate Shipment

BROADLY speaking, a shipment into one State from another State is the test of interstate commerce. Every negotiation, contract, trade, and dealing between citizens of different States, which *contemplates* and causes such shipment, whether it be of goods, persons, or information, is a transaction of interstate commerce.

In this statement the word "contemplates" is very important. For example, a shipment from one

State to a point in another State may not be an interstate shipment, and if not, the shipment is not governed by Federal statutes and Federal decisions interpreting such statutes, but the State laws are applicable. Assume for example, that a contract of sale is made by parties located in different States, but the goods are delivered immediately to the purchaser. This is not an interstate transaction. On the other hand, if the parties contemplated an interstate transaction, it is such a transaction although the goods are shipped from another State to the seller's agent in a different State and the latter makes delivery to the seller.

However, it is important to know that each transaction stands on its own bottom, and the fact that a portion of the business is interstate and another part intrastate business does not change the legal status of the interstate business.

For example, in *Burton Explosives, Inc. v. Strider*, 158 S. W. (2d) 731, Tennessee, it was disclosed that a corporation located in Ohio sued a purchaser in Tennessee for \$2,400, the purchase price of merchandise sold to the purchaser. The latter contended that the corporation had no legal right to file the suit because it was a foreign corporation that had not complied with the Tennessee law as to domestication by filing its charter; and because it had failed to pay excise and franchise taxes and privilege licenses before engaging in business in Tennessee.

Testimony showed that the Ohio corporation rented and equipped an office in Nashville for the use of Nuchols, its sales agent. Also, the corporation constructed 3 buildings in Tennessee for the storage of goods in which it kept a stock of the goods. A portion of the goods were shipped from the Tennessee warehouse. This was intrastate business. A portion of the goods were shipped from Ohio. This was interstate business.

The corporation had filed suit to collect the contract price on goods shipped interstate. However, the purchaser contended that it could not legally file the suit because it, also, had conducted intrastate business and had not complied with the above mentioned Tennessee State law.

It is interesting to know that the higher court held the corporation entitled to sue and collect for the specific goods shipped in interstate commerce. This court said:

"This shipment was clearly in interstate commerce. The defendants in

Tennessee sent an order to complainant in Cleveland, Ohio, for goods to be shipped. . . . A foreign corporation, although transacting intra-state business in Tennessee with various people, without complying with the statutes, is not precluded by reason of its failure to comply with such statutes from suing in the State Courts on a contract constituting interstate business."

Highway Tax Law Held Valid

MANY higher courts have held that a highway motor vehicle tax law is valid if the proceeds of the tax are utilized to construct, maintain, or otherwise benefit the system of highways. However, a recent higher court established new law by holding a motor vehicle highway tax law valid although a portion of the tax was derived from operations *not* connected with the highways. The case is *Bekins Van Lines, Inc. v. Johnson*, 121 P. (2d) 3, California. The court records show that the Bekins Van Lines is engaged in the business of transporting property for hire over the public highways of California by motor vehicle. A State law requires operators of motor vehicles to obtain a license. Also, operators are required to pay a "license tax equal to 3 per cent of gross receipts from operation." The Bekins Van Lines paid the required tax and then filed suit against the State for a refund on the grounds that the law is invalid because the tax is not exclusively derived from the actual use of the motor vehicles on public streets and highways, but included activities preparatory to loading and unloading of vehicles, and from which the owner claimed that at least 50 per cent of its gross proceeds from the operation of vehicles was derived. In other words, the Bekins Van Lines contended inasmuch as the law was formulated for the purpose of raising revenue for construction of public highways, only that portion of the gross receipts which is derived from actual transportation activities over the highways is subject to the tax of 3 per cent on "gross receipts from operation."

Nevertheless, the higher court held the law valid, and said:

"Both sides concede that there is no decided case which directly involves the point considered under the first claimed deduction. However, we are of the opinion that the plain language of the law determines the issue. This court has heretofore held that 'gross receipts from operation' is plain language which . . . did not contemplate any deduction from the 'gross receipts from operation' . . . if the Legislature intended to exclude from 'operation' as defined every incidental service and activity customary and essential in the matter of transporting goods for compensation and hire, it could easily have said so."